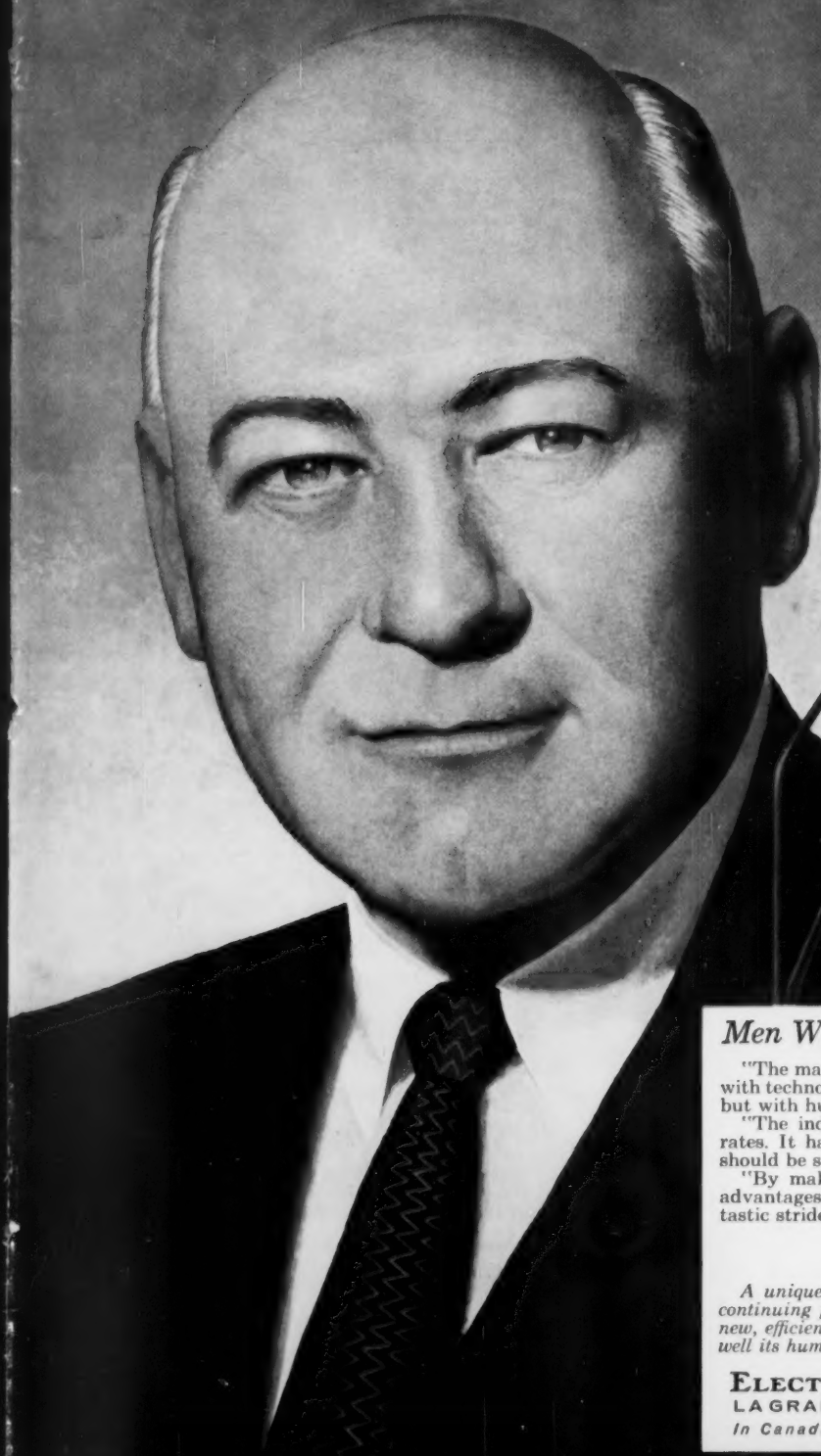


March 31, 1958

How To Get A Grip
On Hiring Personnel

RAILWAY AGE *weekly*



Men Who Build the Future of American Railroads

"The many challenges facing the railroad industry must be met not only with technological progress, such as demonstrated by the Diesel locomotive, but with human progress.

"The industry must establish a cost formula to break the barrier on rates. It has the tools to win the battle of public opinion, and nothing should be spared to wage its campaign with a dynamic, intelligent appeal.

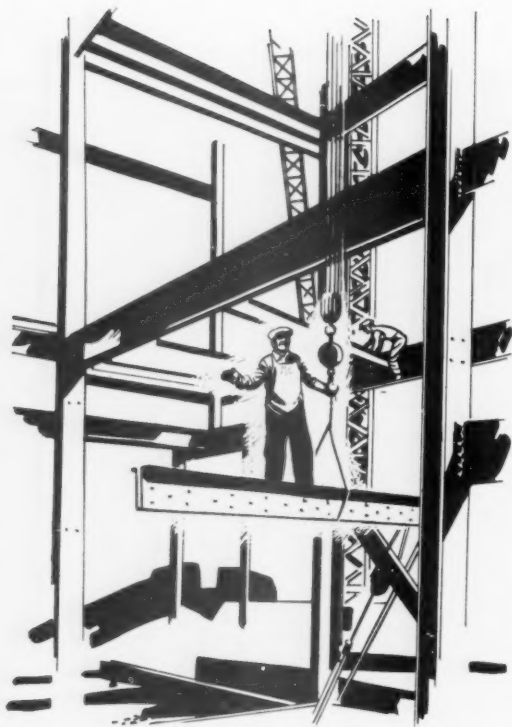
"By making good use of its human weapons, as well as its physical advantages, the railroad industry can, in the next 10 years, make fantastic strides."

A. W. SCHROEDER, President

The Minneapolis & St. Louis Railway Company

A unique replacement plan to keep its freight fleet at full strength, and a continuing program of having its oldest General Motors Diesels converted to new, efficient General Purpose units—is evidence the M. St. L. is combining well its human skills with technological advances.

ELECTRO-MOTIVE DIVISION • GENERAL MOTORS
LAGRANGE, ILLINOIS • Home of the Diesel Locomotive
In Canada: General Motors Diesel Ltd., London, Ontario

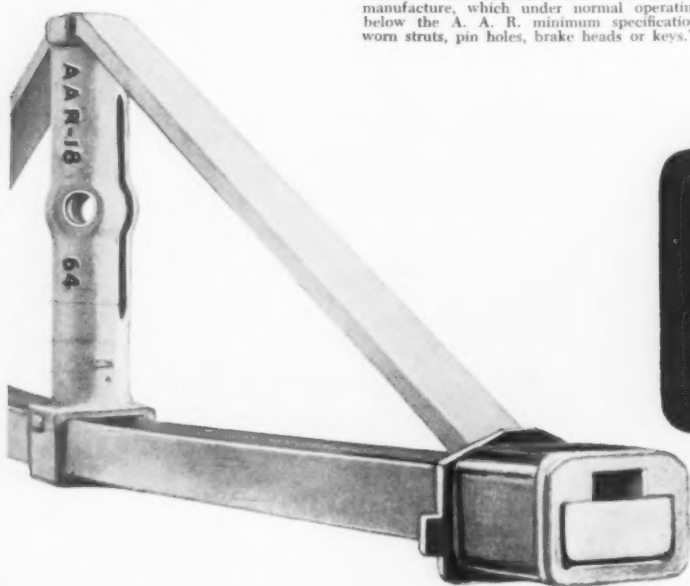


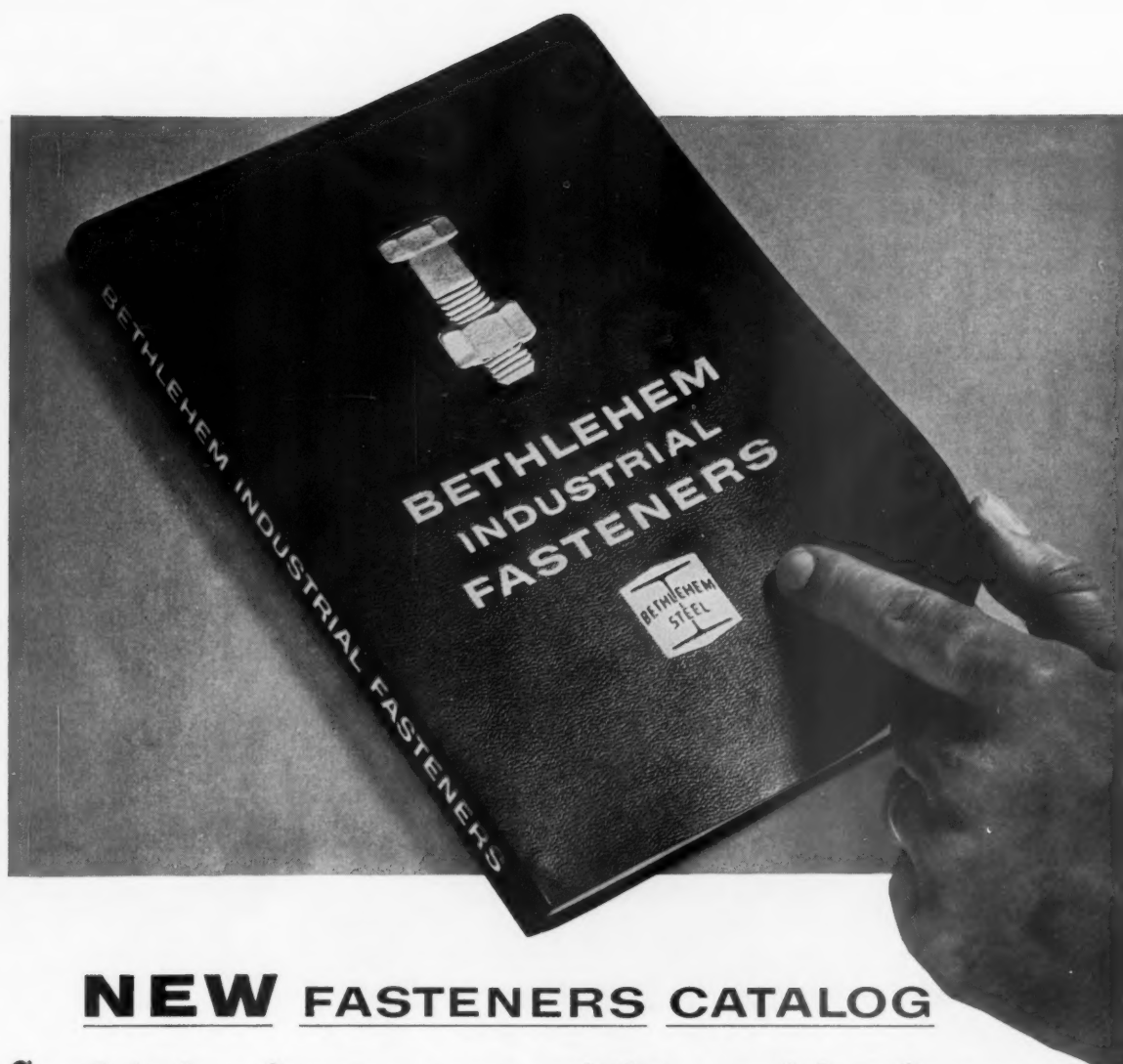
The modern steel building is among man's most enduring achievements . . . The same rugged structural design marks the most modern of all hanged brake beams — "BUFFALO TRUSLOCK" — the only brake beam warranted to give a full 15 years of dependable service. That is why we say that TRUSLOCK is

Rugged as a Skyscraper

AND IT'S BACKED BY THIS WARRANTY:

"The Buffalo Brake Beam Company will any time within fifteen years, from date of manufacture, furnish a new Truslock brake beam truss in exchange for any like Truslock brake beam truss of our manufacture, which under normal operating conditions has lost its capacity or where its camber is below the A. A. R. minimum specifications. This applies to the basic truss and does not apply to worn struts, pin holes, brake heads or keys."





NEW FASTENERS CATALOG

Send today for your copy of this useful reference,
the most complete edition ever issued!

Bethlehem has just issued "Industrial Fasteners," an illustrated catalog on headed and threaded fasteners. Handsomely bound, this 164-page catalog is attractively printed in two colors; and it is packed with data on just about every type and size of fastener imaginable. List prices, dimensions, weights, and container quantities are also included.

If you have not yet received your copy, use the accompanying coupon. Simply print your name and address, clip the coupon, and mail it direct to us at Bethlehem, Pa.

Publications Department, Room 1033
Bethlehem Steel Company
Bethlehem, Pa.

Gentlemen:


I would like to have a copy of "Industrial Fasteners," your new 164-page catalog (No. 436) on headed and threaded fastener items.

Name _____ Title _____

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VELAC RADAR EQUIPMENT instantaneously measures car speeds and acceleration, factors that are used in the retarder speed control system to obtain proper coupling speeds.

How VELAC* Radar can improve your DFC rating

(Damage-Free Coupling)

How do your yards rate in respect to Damage-Free Coupling . . . good, bad or in between? In 1956, freight claim payments, including those pending at the end of the year, totaled \$125,953,776.

To help reduce this damage was a major objective in the development of UNION's new VELAC Fully-Automatic Classification Yard System. This includes special high-accuracy radar equipment, of our own design, which is used with other devices to measure car speed and accelera-

tion. Computers instantly determine the proper release speed to assure damage-free coupling.

The VELAC System not only reduces damage but speeds up classification so that it quickly pays for itself and promotes future profits. Write for more complete information.

*Trademark

VELAC for **D**amage-**F**ree **C**oupling

UNION SWITCH & SIGNAL
DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY

SWISSVALE, PENNSYLVANIA

NEW YORK PITTSBURGH CHICAGO SAN FRANCISCO



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'Let's end railroad disunity'p. 9

A railroad industry "plagued by disunity" has little hope of winning needed legislative reforms, warns IC president Johnston. But he sees hopeful signs that a unified approach is at last being achieved.

The C&NW fishes out a wayward locomotivep.13

And turns up a curious mystery. Riddle: how—and why—did a yard switcher come to life without its crew? Here's the way the road retrieved its stray.

BRC-C&WI streamlines its employment systemp.14

On many railroads the job of hiring has often been one of the least formalized operations. With the railroads' labor investment what it is, there's much to be said for a centralized, uniform program.

Santa Fe turns a hodgepodge into a top-flight yardp.18

Opened just last week, Corwith stands today as the answer to Chairman Gurley's dreams. It's jam-packed with equipment and systems to give the road peak performance. And it's laid out with shipper service foremost.

Electronics speeds hot box informationp.22

It's saving the New York Central time and money by forestalling train delays and derailments. Hot box detectors in CTC territory are teamed with transmitters to send reports to a dispatcher 10 miles away. He then sidetracks trains before trouble develops.

Needed: Equal regulation for all transportp.24

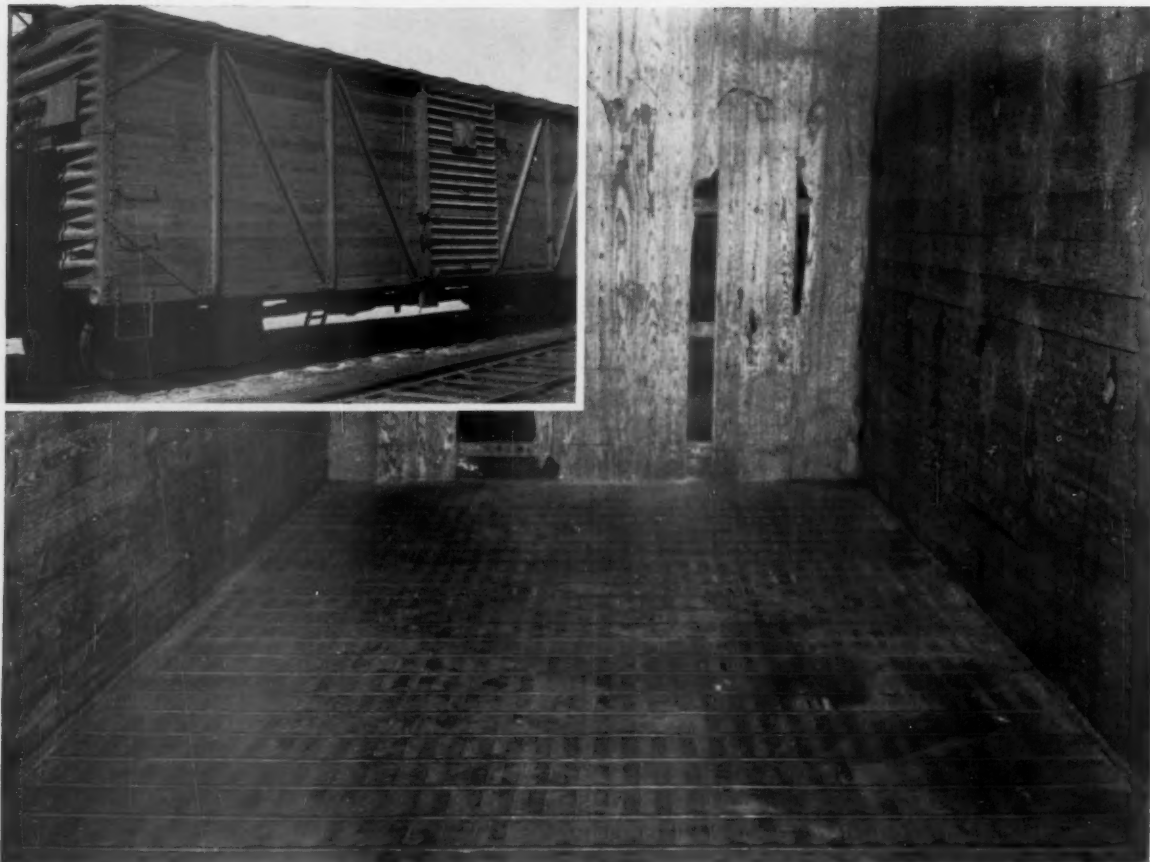
Louisville & Nashville President John E. Tilford takes issue with those who would eliminate the ICC. He calls for a revamped Interstate Commerce Act—with one part instead of four.

Air freight ads don't tell allp.25

Air cargo carriers boast of rates "comparable" to Railway Express rates. They fail to point out, however, that REA rates include pick-up and delivery; air freight rates don't, although the ads imply "door to door" service.

Legislation alone no RR cure-all.....p.33

Prospects for remedial legislation are good—but it must be followed by "hard sell" tactics by the railroads if they are to enjoy what may be a new competitive climate, four presidents tell New York Railroad Club.



Unretouched photograph of 28-year-old boxcar interior in shop for interior repairs. N-S-F in Class A condition.

N-S-F® STILL IN CLASS A CONDITION AFTER 9 RUGGED YEARS



Back in July, 1949, a midwestern railroad installed NAILABLE STEEL FLOORING in one of its boxcars, then a veteran of 19 years on the line. After nine years spent in hauling grain, paper, plaster board, carbon black and countless other items, the floor is still in Class A condition and almost as good as new. What makes this record more important is that the car has no stringers and only one pair of cross ties at each end. N-S-F in 2 $\frac{3}{8}$ " 10-gage spans the floor from side sills to center sill.

Obviously, N-S-F adds a lot of strength to critical points in the underframe. It stands up under the heavy impact of lift truck loading. It may even outwear the car itself. Full information and cost studies on the use of N-S-F in freight cars is readily available from Stran-Steel representatives in Chicago, New York, Philadelphia, St. Louis, Cleveland, San Francisco, Minneapolis and Atlanta. In Canada, N-S-F is made and sold by International Equipment Co., Ltd., Montreal.

Over 60,000 cars have been equipped with N-S-F.

NAILABLE STEEL FLOORING

Originated and sold by—

STRAN-STEEL CORPORATION

Dept. K-20 • Detroit 29, Michigan • Division of

NATIONAL STEEL CORPORATION



Week at a Glance CONT.

Current Statistics

Operating revenues, one month	
1958	\$778,425,405
1957	855,316,551
Operating expenses, one month	
1958	\$650,042,010
1957	688,032,183
Taxes, one month	
1958	\$73,310,916
1957	86,740,507
Net railway operating income, one month	
1958	\$31,828,152
1957	58,564,460
Net income estimated, one month	
1958	\$16,000,000
1957	44,000,000
Average price 20 railroad stocks	
March 25, 1958	70.19
March 26, 1957	88.48
Carloadings revenue freight	
Eleven weeks, 1958	5,909,429
Eleven weeks, 1957	7,246,372
Average daily freight car surplus	
Wk. ended Mar. 22, 1958	111,671
Wk. ended Mar. 23, 1957	7,105
Average daily freight car shortage	
Wk. ended Mar. 22, 1958	138
Wk. ended Mar. 23, 1957	1,526
Freight cars on order	
March 1, 1958	43,750
March 1, 1957	111,965
Freight cars delivered	
Two months, 1958	12,535
Two months, 1957	15,477

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Action Page—Well done, Bill Faricy!p.38

As the AAR chairman turns in his keys and punch his efforts and achievements provide a firm foundation for the organization's continued growth.

Short and Significant

\$2.27 per hour was the average pay rate . . .

for railroad employees in 1957. That compared with 1956's \$2.13 and 1955's \$1.99. Last year ended with a December average of \$2.41, which was 14 cents higher than the 12-month average. The foregoing reflects wages of all employees. With officials and staff excluded, the 1957 and December averages drop 4 and 5 cents, respectively—to \$2.23 and \$2.36.

Member roads of the AAR . . .

met in Washington March 28. Discussions centered on recent developments in the field of transport legislation. The regular monthly meeting of the AAR board of directors was held earlier the same day. Presiding at both meetings was W. T. Faricy who is retiring this week as chairman of the board and chief executive officer of the association.

A proxy contest for one seat on the PRR board . . .

of directors is under way. The contestant is Randolph Phillips, who has filed his solicitation literature with the Securities and Exchange Commission for clearance. He also filed objections to some of the PRR management material, already cleared by SEC.

The B&O has cleared the first hurdle . . .

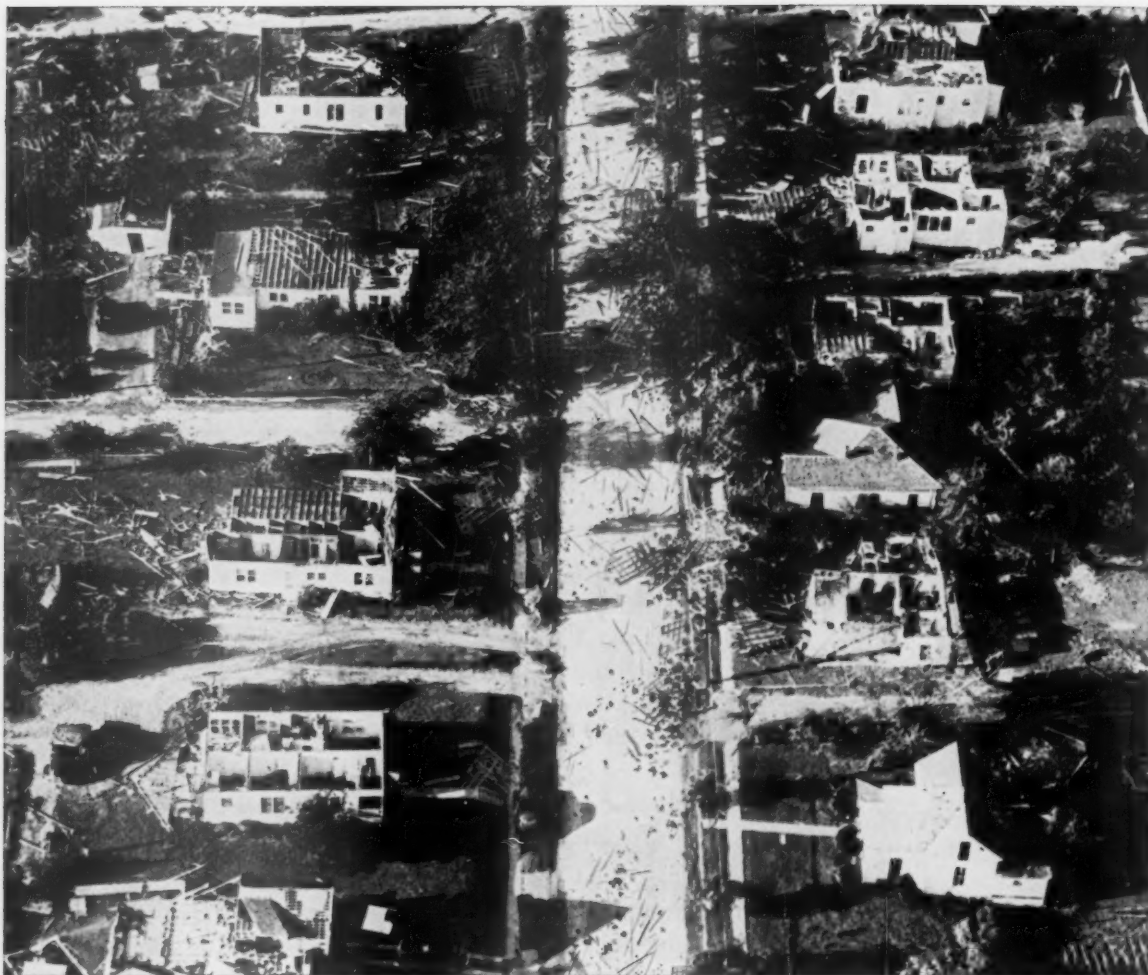
in its attempt to discontinue passenger service between Washington and New York. The Maryland Public Service Commission gave its approval to discontinuance of the service between Baltimore, Aberdeen and Aiken. Still to be heard from are similar commissions in Delaware, Pennsylvania and New Jersey.

Firemen still have their jobs . . .

on Columbus & Greenville yard engines. The road posted a bulletin abolishing the position, but BLE members refused to work without the second man in the cab. The result: A brief work stoppage and restoration of the job. So ended probably the first U.S. effort to drop firemen since the Royal Commission report in Canada gave new support to the idea.

NEXT WEEK—Picture history of U. S. transportation

How the railroads got in trouble. Ever since all roads were rivers, national growth depended on efficient mass transport over land. This is the story of railroad efficiency creating a monopoly and how the monopoly was at first tamed, and then broken. It also shows how present day regulation treats the railroads as the monopoly they once were.



Maple St., Small Town, U.S.A.

A TOWN WHERE "NOTHING EVER HAPPENS"...

A home town—like your town. A place where people said "it couldn't happen to us."


But it *did*. Like a whip, a great tornado lashed down Maple Street, splintering houses, leaving people hurt—homeless—panic-stricken.

A desperate call went out for the Red Cross and quickly, automatically, the team went into action.

Red Cross nurses slipped into uniform . . . volunteers set up first aid stations . . . canteens fed the hungry. Later, Red Cross money and work helped rebuild the town.

Last year was one of the worst disaster years of this century, and the year before, 1956, was almost as bad. Every month and in every state, the Red Cross strained to the limit as hurricanes, floods, tornadoes, forest fires swept across the country.

Red Cross receives no government funds—depends entirely upon *you* for support. Give as much as you can. Your dollars may go to your own town when it needs them most.

Join and Serve 

SPACE CONTRIBUTED BY RAILWAY AGE

'Let's End Railroad Disunity'

Needed reforms can be won only if the industry pulls together, Wayne Johnston warns. There's a tough battle ahead, he says, but "we've just begun to fight."

Illinois Central's Wayne A. Johnston last week called for an end to disunity among railroads. He urged renewed effort to "get the railroads all pulling together."

"We have been plagued by disunity in our own ranks," IC's president told the Western Railway Club at Chicago. "Sometimes it has seemed that 113 Class 1 railroads had 113 different ideas of what ought to be done. . . All of us in the industry, including our suppliers, need to learn the force of unity."

The united approach, Mr. Johnston said, was displayed in railroad testimony before the Smathers subcommittee. Carriers' testimony stressed five basic points "out of the many situations that need legislative reform." But, he warned, "asking and getting are two different things. We are going to have to work together if we hope to succeed."

If railroads expect to obtain the freedoms needed to compete on an even footing with other forms of transportation, he added, they must work to win friends.

"We all have a job to do—officers, employees, unions, suppliers. We are a giant industry, but we are in danger of being a sleeping giant."

Pennsylvania President James M. Symes also touched on the disunity problem when he told the New York Railroad Club that certain reforms the industry needs may not materialize because some railroads "are lukewarm about them."

Recent developments in the industry seem to indicate some trend toward a unified approach. Although problems of eastern, western and southern carriers differ widely in some respects, one observer pointed out, much of the railroad testimony before the Smathers subcommittee was concentrated on comparatively few basic problems.

And, although railway labor has yet to appear before the Senate group, two major brotherhood leaders—Guy L. Brown of the Engineers and R. O. Hughes of the Conductors & Brakemen—have come out strongly in favor of railroad proposals for integrated transport rights.

Mr. Johnston puts major emphasis on the railroad plea for authority to operate as transportation companies.

Many railway supply companies, he noted, have diversified into other lines of

manufacture when railroad purchases dropped to a point too low to keep the plants operating.

Diversification, Mr. Johnston declared, "is just as necessary for us as it has been for some of you [suppliers]."

Unfortunately for American transportation, he said, this freedom has been denied the railroads. This has resulted in losses to the supply industry, railroads themselves and the public generally.

What would be the advantages of integrated transport?

- Railroads could give better service and thereby allow shippers to operate on smaller inventories.

- The roads could find economies in

operation and thereby hold rates in line.

- Greater volume would be translated into better profits, which in turn would make the railroads better customers.

Mr. Johnston said the railroad industry has been spending about \$1.3 billion annually for capital improvements.

"We could spend upwards of \$2 billion a year to good advantage. This kind of spending would help the whole economy. I don't think there is any question that the business slowdown which became more pronounced as 1957 wore on was due in some part to reduced rail spending and employment."

IC's president compared the present rail-
(Continued on page 32)



New Equipment for Frisco's Diesel Shop

Frisco is getting savings of several varieties from a Standard wheel truing machine in its Springfield, Mo., diesel shop. Wheels can be turned on the unit, eliminating the need for dismantling trucks. In-shop time has been reduced from two days to 4-6 hours

per unit. Wheel mileage can be increased from the present average of 274,000 miles to approximately 328,000 miles. The machine has a capacity of about 80 trucks per month, on a one-shift basis. Alinement and amount of cut are handled by one man.

BLE Asks Extra Pay if Firemen Go

Premium rates would apply to CNR engineers operating road and yard diesels without helpers. Brotherhood also demands 21 per cent straight increase for 2,200 engineers

Canadian National locomotive engineers want premium rates of pay if they are required to operate road and yard diesels without firemen-helpers.

This is one of 46 changes in existing agreements that the Brotherhood of Locomotive Engineers has demanded for 2,200 engineers on the CNR's Central and Atlantic Regions.

The BLE also asked for a 21 per cent straight increase in pay for the engineers. Demands covering engineers on the Western Region have not been received.

The demand for premium rates of pay for engineers on diesels carrying no firemen comes at a time when both the CNR and Canadian Pacific are attempting to remove firemen from road freight and yard diesels.

A Royal Commission found recently that the CPR was justified in its efforts to eliminate firemen from such diesels. At about the same time the CNR announced it would try to negotiate a similar agree-

ment with the Brotherhood of Locomotive Firemen & Enginemen.

The straight 21 per cent wage increase requested by the BLE for the CNR's Central and Atlantic Regions would apply to basic rates of pay and also to all existing differentials, special allowances and arbitrations.

Requested changes in existing agreements, in addition to premium pay for engineers on diesels carrying no firemen, call for:

- An increase in the differential between compensation paid to locomotive engineers and that paid to employees with lesser skills.

- Provision of transportation, and payment for time en route, for engineers required to deliver a locomotive at other than the roundhouse or point from which he started.

- One and one-half days' cumulative sick leave with pay, for each month in which any work is performed in the previous year.

- Additional payment at the regular hourly rate for all switching en route, and payment on a mileage basis for stopping to lift or set off cars whether a switch is made or not. Use of this item "to the extent necessary to make up a minimum day."

- Extra pay of \$2.00 per 100 miles on all way freights, road switchers and snow plows, and snow spreaders in road service.

- Vacations with pay on a basis of six days after one year of service, 12 days after two years, 18 days after 10 years, 24 days after 15 years.

- Eight statutory holidays with pay in yard and road service.

- Provision that all diesel locomotives be equipped with "an electric hot plate or some other suitable device which would enable the engine crew to have hot meals on the road."

- Provision of parking facilities for engineers at all points, free of charge. A "nominal" charge would be "acceptable" where block heaters are provided.

Watching Washington *with Walter Taft*

- **EARLY HEARINGS** are planned by Representative Harris on his bill to authorize government guaranty of loans to common carriers subject to the Interstate Commerce Act. Mr. Harris is chairman of the House Interstate Commerce Committee, which has the bill under consideration. He intends to schedule hearings after Congress' Easter recess.

THE GUARANTY would be available for loans obtained to proceed with capital expenditures. Mr. Harris has been informed that many carriers would take advantage of the plan to re-institute already authorized programs, amounting to millions of dollars. He expects this would be done without delay. And he predicts it would relieve unemployment in the transportation industry and provide "great stimulus" to industries supplying the carriers.

- **A COMPANION BILL** has been introduced in the Senate by Senator Smathers of Florida. The loan-guaranty plan produced in both bills would be administered by the ICC. It would be retroactive to January 1, 1957, i.e., loans could be guaranteed for refinancing or reimbursing carrier treasuries for expenditures made since that time on additions and betterments and equipment.

BANKRUPTCY WARNING was also sounded by Rep-

resentative Harris. He thinks it doubtful whether some railroads, particularly in the East, will be able to avoid receiverships this year. He calls his sponsorship of the bill an effort "to prevent such a tragedy."

- **ICC OBSERVERS AT ACCIDENT INVESTIGATIONS** conducted by railroads will hereafter be just that. They won't participate in any way—such as asking questions or making comments.

A COMMISSION POLICY STATEMENT has made this clear. It is understood to have been issued as a result of railroad press releases referring to company investigations as joint railroad-ICC inquiries. Railroad labor organizations complained that their representatives were not admitted to such inquiries.

OTHERWISE UNCHANGED is the commission's accident-investigation plan. It still calls for investigation of all train collisions or derailments which result in the death of one or more persons, or the injury of "a number" of persons; and of all other accidents where the inquiry "would substantially serve to promote safety of operations." Also unchanged is the policy of conducting joint investigations with state authorities "wherever practical."



Where railroad progress is cast in steel....

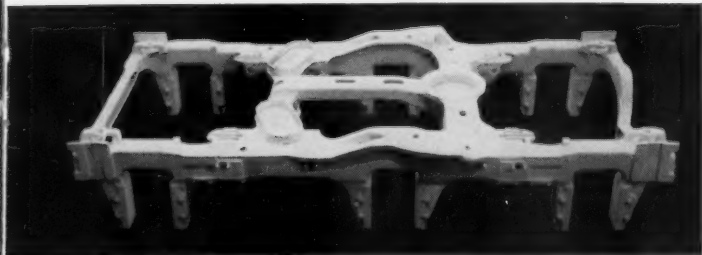


One of General Steel's battery of giant milling machines for performing multiple precision machining operations on truck castings.

From concept to casting, General Steel offers railroads and general industry a unique blending of creative design, massive molding, and precision machining. At no other company can industry find such a combination of facilities and experienced craftsmen for designing, producing and machining one-piece steel castings.

General Steel's one-piece castings provide tremendous strength at minimum weight, with proved durability and lowest maintenance. Their performance is written in the records of users throughout the world.

One-piece cast steel truck frame for 6-wheel 3-motor Diesel locomotive truck. Three-point loading design, proved in service, provides better distribution of locomotive weight, affords greater accessibility to motors.



GENERAL STEEL CASTINGS

GRANITE CITY, ILL. • EDDYSTONE, PA. • AVONMORE, PA.



16
17 HOURS

WE'VE CUT ANOTHER
HOUR OFF!

TWIN
CITIES



HOW WE
DID IT...

● **SIGNALING**

Automatic interlocking at all railroad crossings either in service or being installed

● **MOTIVE POWER**

Modified GP-7 engines, 1,500 H.P., with bigger ones to come

● **MECHANIZED BALLASTING**

Modern mechanized practices for high standard of track and roadway maintenance

● **LONG SIDINGS**

Delays of time freights avoided by additional long sidings at strategic locations

● **TERMINAL FACILITIES**

Direct connections with all Northwest roads at Minneapolis. Marshalltown, Iowa yard expanded to eliminate terminal delay at Oskaloosa, Iowa



PEORIA



M • ST L IS **GOING** PLACES!



FROM TWIN CITIES VIA PEORIA

SECOND MORNING DELIVERY

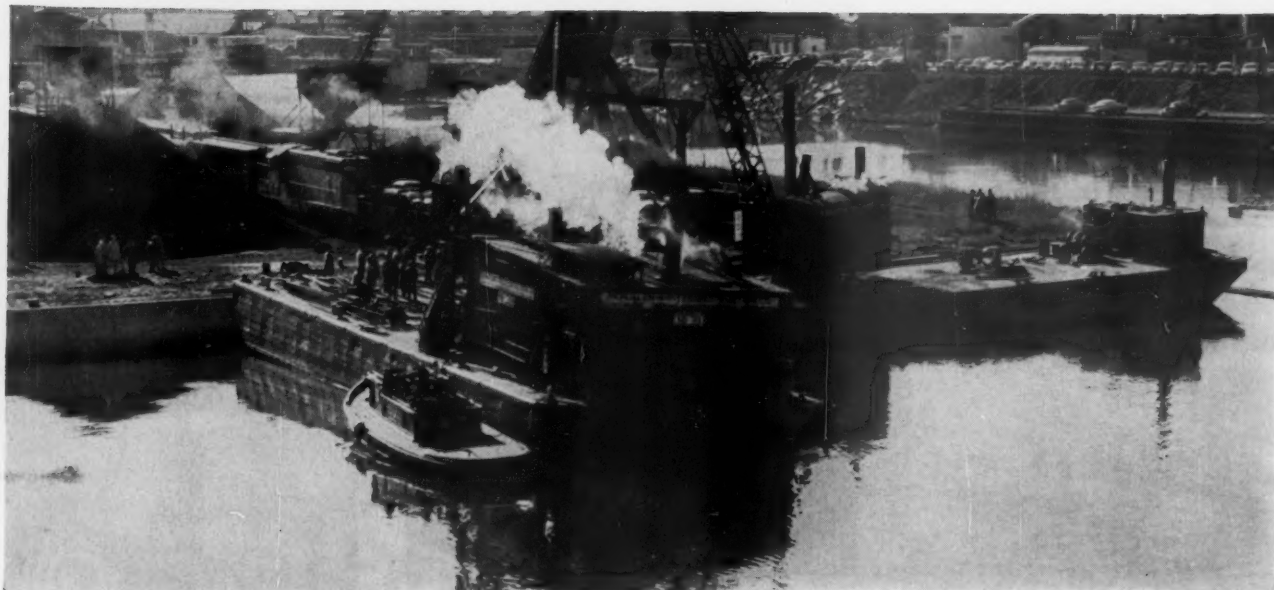
TO: } INDIANAPOLIS,
CLEVELAND,
BUFFALO

FOURTH MORNING DELIVERY

TO: } NEW YORK,
PHILADELPHIA,
PITTSBURGH

The MINNEAPOLIS & ST LOUIS RAILWAY Co.

MINNEAPOLIS 4, MINNESOTA



1 SALVAGE CREWS MOVE IN . . .

Two marine cranes were summoned; C&NW dispatched a 150-ton crane and built temporary track out to water's edge. The

box car had floated across the harbor where it was lassoed and hauled to shore. Next step: to find the diesel.

C&NW Fishes Out Wayward Engine

At 3 o'clock on a March Friday morning, a switcher and 9 cars pulled away from C&NW's yard at Manitowoc, Wis. A routine move—except that none of the train crew was aboard. Seven miles later, the cut ended its unscheduled run. The locomotive plunged through a barrier at the end of track, ran 60 feet over the ground and plunged into the harbor at Two Rivers, Wis. One car followed the engine into the water; a second teetered precariously on the edge.

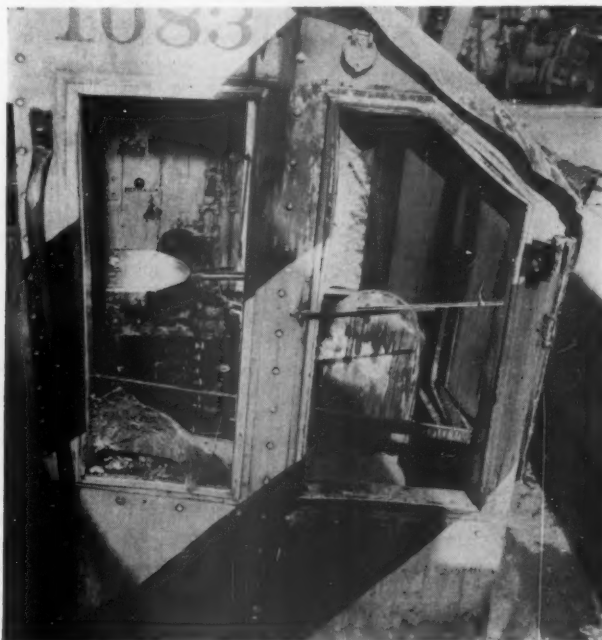


2 GET THEIR HOOKS ON IT . . .

In 18 feet of water and 12 feet of mud they found the errant engine, 6 feet out from shore. Tons of mud were clammed away. After repeated trips down, a diver finally attached hoisting gear to the engine. Slowly it was hauled to the surface and dragged to shore. Its cab was battered, its front truck missing. While C&NW officers, other investigators and townspeople looked on, the cranes hoisted the locomotive out of the muck and onto solid footing.

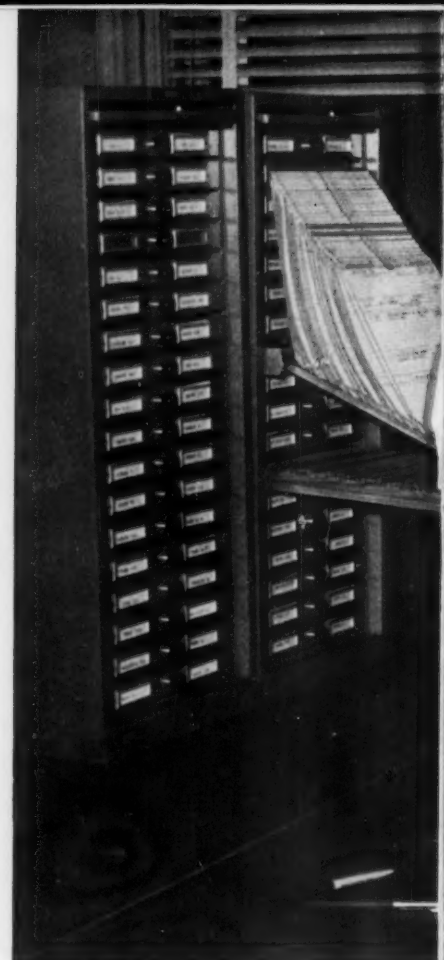
3 . . . AND UNCOVER A VEXING PUZZLE

The cab was empty. But the throttle handle stood about two-thirds of the way toward full power and the brake was released. This apparently was no case of mechanical failure, and the investigation continues. The big question: Whose hand was at the throttle when the idling diesel came to life?



On many railroads the job of hiring has often been one of the least formalized practices.

This in spite of the huge investment railroads have tied up in labor. Here's how one plan has taken employment methods in hand with a centralized, uniform program.



HELP WANTED

Starting point in employment procedure is this form worked up by department seeking new employees.

TERMINATION

Employees leaving the company are asked to fill out this form which provides useful data.

THE BELT OF CHICAGO—Chicago & Western Indiana personnel department set up shop in spacious new offices early last month. Facilities such as visible record files and private interview rooms were installed; training in the use of a comprehensive new personnel manual was begun.

These were some of the obvious signs of improvements made in the department's facilities and operations. But more important than the visible changes are the revisions made in the program, overall.

The effect of the new look has been to give the department a firmer grasp on the whole employment function. The new Personnel Procedure Manual, two years in the making, places added stress on employment procedure and sets the department solidly in control of hiring. A new departmental organization setup separates responsibility areas for labor relations and employee relations.

The two roads now operate with a double-headed department. J. C. Sidor, man-

BRC-C&WI

ager of labor relations, and R. H. Wendell, manager of employee relations, function as top men in their respective fields. Both report directly to President and General Manager L. A. Evans, who initiated the personnel realignment and procedure revision program.

One major result of the reorganization has been the channeling of all employment—with few exceptions—through the new central office in Chicago's Dearborn Street Station. Past practice permitted hiring at a number of locations on both properties. Now all applicants report to Dearborn Street and start their bid for a BRC or C&WI job with a standard employment registration card—EMP-2 in the department's series of 22 forms. Only exceptions to the centralized hiring policy involve emergency or casual labor and executive-level jobs at or above the rank of assistant department head.

Keystone of the centralized-standardized system is form EMP-19—the employee service record, kept in original in visible card files at the personnel office and in duplicate at the employee's department



QUICK CHECK

Service record cards in turntable-mounted cabinets are within easy reach of personnel department clerk.

FULL REPORT

Employee history is condensed in EMP-19 form which includes schooling and other personal information.

Streamlines Employment System

headquarters. But before EMP-19 becomes a part of the files, the BRC-C&WI runs through all or most of 18 other forms leading to an applicant's employment.

First Step—EMP-1

The Employment Requisition, EMP-1, starts the personnel machinery in motion. On this form, the department seeking a new employee makes its request, listing details of the job involved, a brief description of duties, qualifications required of applicants and the reason for adding to the work force. After this form has been submitted, the personnel department takes over the employment task—files are checked, advertisements are placed, other contacts may be made to assure response by suitable applicants.

From that beginning, procedure runs like this:

- Applicants fill out an employment registration card and are screened briefly for qualifications. A minor's release is obtained, where necessary. Personnel checks applicant's claim record with the General Claims Division of the AAR. Telephone

reference checks of former employers are made.

- If the applicant passes preliminary screening, formal employment procedure begins. Applicant completes a full application for employment (EMP-3), then receives a comprehensive interview based on the BRC-C&WI Patterned Interview (EMP-4). Applicant's fingerprints are recorded and checked with law enforcement agencies.

- Appropriate tests are to be given at this point in the procedure.

- Applicants still in the running next pass on to the physical examination stage. X-rays of spine and pelvis are required of all applicants for jobs as engineer, fireman, switchman and switchtender.

- Further checks of references are made. Letters to former employers and to applicant's school may be used, if information obtained in telephone checks is inadequate.

- If applicant moves through the hiring procedure successfully and his application is accepted, the personnel department then secures an employee work number and

prepares a probationary employment permit, along with a notice of entry to service and the employee service record card.

- The employment procedure is completed with EMP-17—the notification to the requisitioning department of application approval or disapproval.

During an employee's tenure in service, his record is maintained through three forms—the Employee Service Record, the Notice of Entrance to Service or Change in Employee Status, and the Notice of Discipline. Should an employee's service be ended, he is given an exit interview (EMP-22)—a mandatory step before the departing employee is authorized termination pay.

Operation: Plan Ahead

Two sentences in the new personnel procedure manual sum up the overall aim of the new program: "To maintain and improve the caliber of personnel it is essential that new employees be those persons who are mentally and physically fitted not only to learn and then satisfactorily do the job for which they are hired, but

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Railroad experience dating back to 1898 . . . railroad products and services geared to 1958—these are the unique benefits that Gustin-Bacon offers to America's railroads. Look first to Gustin-Bacon for products of quality and dependability, delivered whenever and wherever you need them.

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Thermal and acoustical glass fiber insulations • Pipe couplings and fittings • Railroad gaskets and supplies

270 W. 10th St.

Kansas City, Mo.

THE 22 STANDARD FORMS . . .

EMP-1—Employment requisition
EMP-2—Employment registration card
EMP-3—Application for employment
EMP-4—Patterned interview
EMP-5—Fingerprint record
EMP-6—Minor's release
EMP-7—Physical examination request
EMP-8—Doctor's certificate
EMP-9—X-ray report
EMP-10—Notice of physical re-examination
EMP-11—Identification card
EMP-12—Probationary employment permit

EMP-13—Former employer telephone reference check
EMP-14—Letter to former employer
EMP-15—Letter to school attended
EMP-16—Notice of entrance to service or change in employee status
EMP-17—Notice to department of application approval or disapproval
EMP-18—Notice of disapproval to applicant
EMP-19—Employee service record
EMP-20—Notice of discipline
EMP-21—Authority for pay on termination of service
EMP-22—Exit interview

also to develop in understanding and capacity to assume greater responsibilities. . . . The procurement of the best personnel for service . . . and their progressive development are the responsibilities of each individual involved in the personnel procedure and development process."

This emphasis is carried over into a detailed outline of the employee orientation which is handled by the various departments. Proper introduction of a new employee into his working surroundings is es-

sential, the personnel manual notes. "This state of an employee's tenure must be handled with great care because the first days on a job are recognized as being critical in the employment life. Impressions are made that will last for a long time."

Each BRC-C&WI department will prepare and carry out its own orientation program, including "to the extent applicable" these points:

- Company history and operations.
- Rules and regulations regarding wages

holidays and vacations, and similar employment details.

• Employee benefits—the Railroad Retirement Act, insurance, credit union, company suggestion system.

• The job itself—nature and operation of the work, its relationship and importance in the overall operations of the company, and the issuance of special equipment.

• Opportunities—including possibilities for advancement.

The system also provides that a periodic follow-up will be made by the employee's supervisor—by personal contact—to determine the employee's adjustment. A brief report on the follow-up then becomes a part of personnel department records.

BRC-C&WI Secretary and Treasurer J. R. Ekholm was chairman of the committee that developed the new manual. Others on the committee were Mr. Sidor; C. J. Sokel, assistant to the president and general manager; I. A. Schilke, auditor; D. E. Perrine, assistant chief engineer; R. A. Newton, supervisor of safety; and A. B. Dickey, former supervisor of personnel.

Railroading



After Hours with

Jim Lyne

PASSENGER POLICY—I asked a couple of executives of a railroad, occasionally accused of wanting to get rid of all passenger business, what their real opinion of this business is. And here, in substance, is what they told me:

"If, relying on our surveys of potential markets, we would 'hand-tailor' a service for each of them, priced to attract customers and yield us a profit—and if such potentially profitable service were relieved of carrying the burden of present hopelessly wasteful trains—then we'd be glad to stay in the passenger business. We have nothing against the business as such. All we object to is having to run it in a way that produces deficits, instead of profits."

THE "TRANS-AMERICAN"—Robert R. Morrison of Gainesville, Fla., likes the idea, put forward here, for an experimental transcontinental passenger train. He believes such a train could make it from New York (8 a.m.) to Los Angeles or Oakland by noon of the third day; with eastbound arrival at 6 p.m. the third day. He suggests the name "Trans-American."

Cleland Wyllie of Ann Arbor wonders how the Midwest could hook into such a train—which is a hard question. Since the Midwest already has good service to both coasts, probably experimental trains (of the type suggested) for that area should have different origins and destinations. The head of the tie and timber department of a large railroad has written me an enthusiastic letter about this transcontinental experiment, with a copy to his ptm.

Somehow, passenger service ought to be tested under ideal cost and marketing conditions. If the experimentation were to succeed, then we'd know the answer to the "passenger problem." We'll never find out, for sure, by experiments that go only

half-way—because, when and if they fail, we're still permitted to suspect they might have succeeded, if not restricted.

RECESSION'S CAUSE—Harold Bugbee, Boston publicist, has sent me a telegram to the effect that the major cause of the current distress in business is the holding back by industry of regular orders for materials—even where they've plenty of money in the till. Of course, he is right. Three months ago I quoted a railroad president here, to the effect that many business leaders' current goal seemed to be to put each other out of business.

Such behavior comes under the heading of crowd psychology—a subject I've heard about, but in which I have no competence. I've long believed that people with the skill to sell the products of industry to the public, could also sell sound ideas to the same public, if they'd really try hard to do it.

A CUSTOMER COMPLAINS—J. Strell of Cicero, Ill., wrote me recently to tell me that he doesn't like this column much any more—since I started calling it "Railroading After Hours." He liked it much better when the heading was "Benchmarks and Yardsticks."

I suspect he may have liked some of the subjects I used to discuss more than I've done lately. I am tempted by his letter to start a discussion of the subject: "What is a subsidy, anyhow?" This is a little matter in which there seems to be a lot of disagreement among railroad people—and I don't believe the answer to it is too hard to come by. However, I'm going to resist the temptation to get into this one. Except to say that I believe we're all affected by subsidies much more than most of us suspect—and that we don't have to go much further to progress from semi-socialism to the total variety.



HUMP YARDMASTER

... handles south end of yard including class tracks, inbound-outbound yard and freight house tracks.



RETARDER CONTROL

... is Union Switch & Signal's Velac system. Class tracks hold from 35 to 77 cars.



YARDMASTER TOWER

... commands view of north end, overlooks train on departure track.

READY TO GO ►

... hotshot train waits on outbound track. Go-ahead signal comes from supervisory office in yardmaster tower.

Santa Fe Turns A Hodgepodge into A Top-Flight Yard

SANTA FE's CORWITH terminal at Chicago, once a hodgepodge of hard-to-switch track and antiquated buildings, stands today as the latest automatic classification yard. Santa Fe's Chicago car shop boasts new facilities including one of the longest all-metal buildings put to railroad purposes. The railroad itself and three forwarders operate out of four new LCL freight houses. The new facility opened last week.

And with the completion of the automatic classification yard—the last major project—a long-range Santa Fe plan has come to life. The whole job, from replacing the roundhouse with a compact diesel shop to paving the parking lots later this spring, has taken just about nine years. Its cost: \$20 million.

Though its components are ultra-modern, Corwith suffers from a common Chicago rail complaint: precious little elbow room. Two large freight houses were squeezed into the 190-acre Corwith property after the original plan of modernization was under way. A lack of space obtainable at reasonable cost has kept the hump tail tracks short of full road capacity. Yet all the necessary facilities are there.

Corwith today may well fulfill a six-year-old dream of Chairman Fred G. Gurley: to make the Chicago terminal his best.





PIGGYBACK AND LCL OPERATIONS ARE STRESSED

Santa Fe's new Corwith yard provides for LCL and forwarder facilities on the perimeter of the yard. This facilitates late spotting of cars on important freight—such as first-morning Kansas City cars, vital business into Oklahoma and Texas. Highway rigs in left photo wait near one

of the Corwith freight houses which are built for service and efficiency. Piggyback trains are a still-growing part of the Corwith program. There are two TOFC loading ramps. Good news for shippers: two more loading ramps are planned for the early future.



CLASS-MATIC

Latest in Yard Automation

Central's New Yard



CLASS-MATIC

Robert R. Young Yard, shown under construction, provides faster, safer service through Class-Matic—yard automation by GRS.

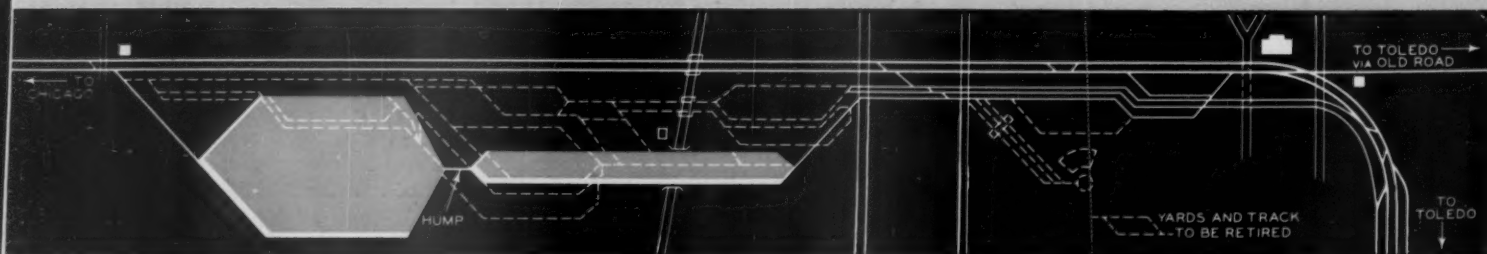
Robert R. Young Yard, at Elkhart, Ind., is the hub of freight classification for the western end of the New York Central System. This new yard replaces 11 old yards and cuts in half the time for freight movements through Elkhart.

The new GRS Class-Matic system is the key operating element in this ultra-modern project. Using the most advanced electronic techniques, this system provides fully automatic classification from the time a train starts up the hump until new trains are formed.

Class-Matic means more efficiency for the Central—more cars available, customer service improved, and operating costs greatly reduced.

At Robert R. Young Yard, the Class-Matic system provides complete automation:

- Automatic switching
- Radar-computer automatic retarder control
- Automatic weight detection
- Automatic computation of rollability
- Automatic route compensation
- Automatic distance-to-go compensation
- Automatic track fullness indication
- Robot car accelerator
- Multi-channel electronic cab signals
- All-weather electric car retarders
- High-speed electric switch machines
- Programed automatic routing
(two optional systems)



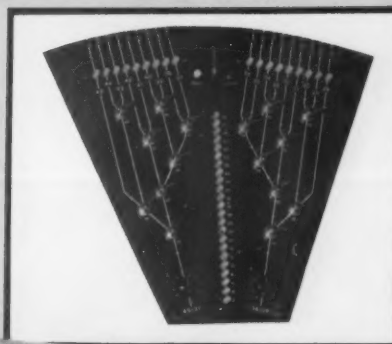
Robert R. Young Yard replaces eleven old yards. Its 115 tracks have a capacity of 7,875 cars.

tion for

CLASS-MATIC

Automatic Track Fullness Indication

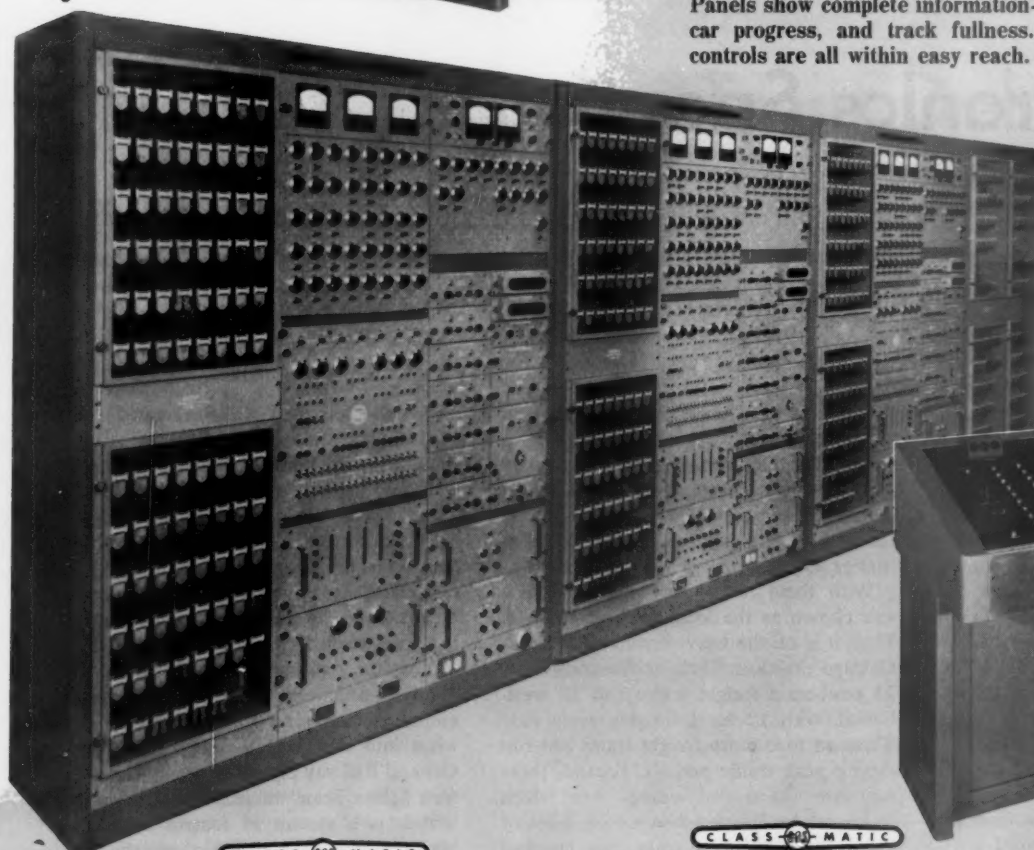
By pressing a button on this panel, the tower operator can instantly see the remaining car capacity of any classification track.



CLASS-MATIC

Master Monitor-Control Console

Panels show complete information—car routing, car progress, and track fullness. Supervisory controls are all within easy reach.



CLASS-MATIC

Speed Control

The Class-Matic computer and control units get speed information from radar and timing circuits. They compute car rollability and solve the equation of motion for each cut, taking into account distance to go, track characteristics, curvature, and other pertinent data. Then they automatically control the retarders to release cars at correct speeds.

CLASS-MATIC

Automatic Switching

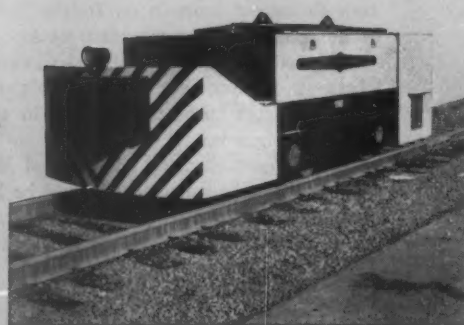
A simple pushbutton operation on this console at the hump automatically channels cars to the proper tracks. Car routing information is displayed at all times. Optional programed routing can be applied to the automatic switching system.



CLASS-MATIC

Robot Car Accelerator

This is a remotely controlled, self-powered unit. The tower operator can send it to any classification track to shove cars.



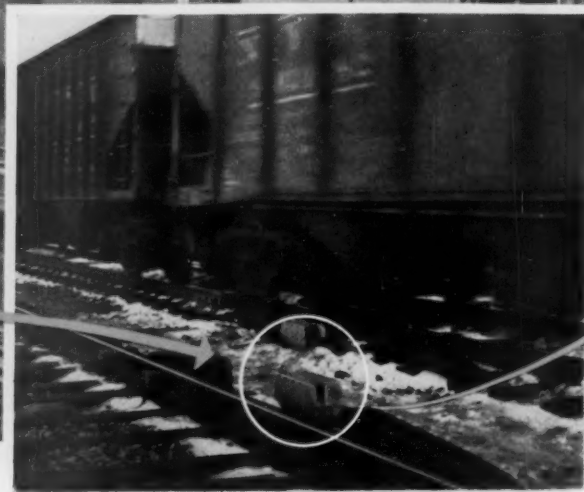
GRS brings you railroading of the future—right now!

GENERAL RAILWAY SIGNAL COMPANY

ROCHESTER 2, N. Y. NEW YORK 17 CHICAGO 1 ST. LOUIS 1



Hot box detector, teamed with like unit on other side of track, checks car journals moving . . .



. . . either way. Top detector in circle views journals of passing freight. Data is fed . . .

Electronics Speeds Hot Box Data

A new system transmits journal temperature reports to a dispatcher 10 miles away. NYC now checks trains both ways at one spot—plans one-way setups to make best use of repair sites along heavy-traffic line.

Long before the crew of a New York Central freight rolling west through Fairview, Pa., knew it, the dispatcher 10 miles back at Erie had the "word" the train was headed for trouble. Before the trouble could develop, though, he'd moved to forestall it, knowing the 31st car in the consist had a hot number-three journal on the south side.

Alerted with pinpoint information, he had the train sidetracked at a point just ahead where the car was cut out for repairs. The train, freed of the bad order car, rumbled on its way with the minimum time lost and the chance of derailment or long delay averted.

The Central has installed hot box detectors in centralized traffic control territory to inspect journals on freight trains running both ways on two main tracks.

The road has a battery of Servo journal checkers at Fairview with graphic recorders in the dispatcher's office in the Erie passenger station.

To be most effective, the Central had reasoned, hot box detectors should be located on a heavy freight traffic line and where the train or cars can be sidetracked

if a box is hot. Therefore, the detectors should be about 30 to 40 miles from a yard where the journals were last checked and inspected. Experience on other roads is that it takes about 30 miles of running for a journal to heat up, if it is going to heat at all.

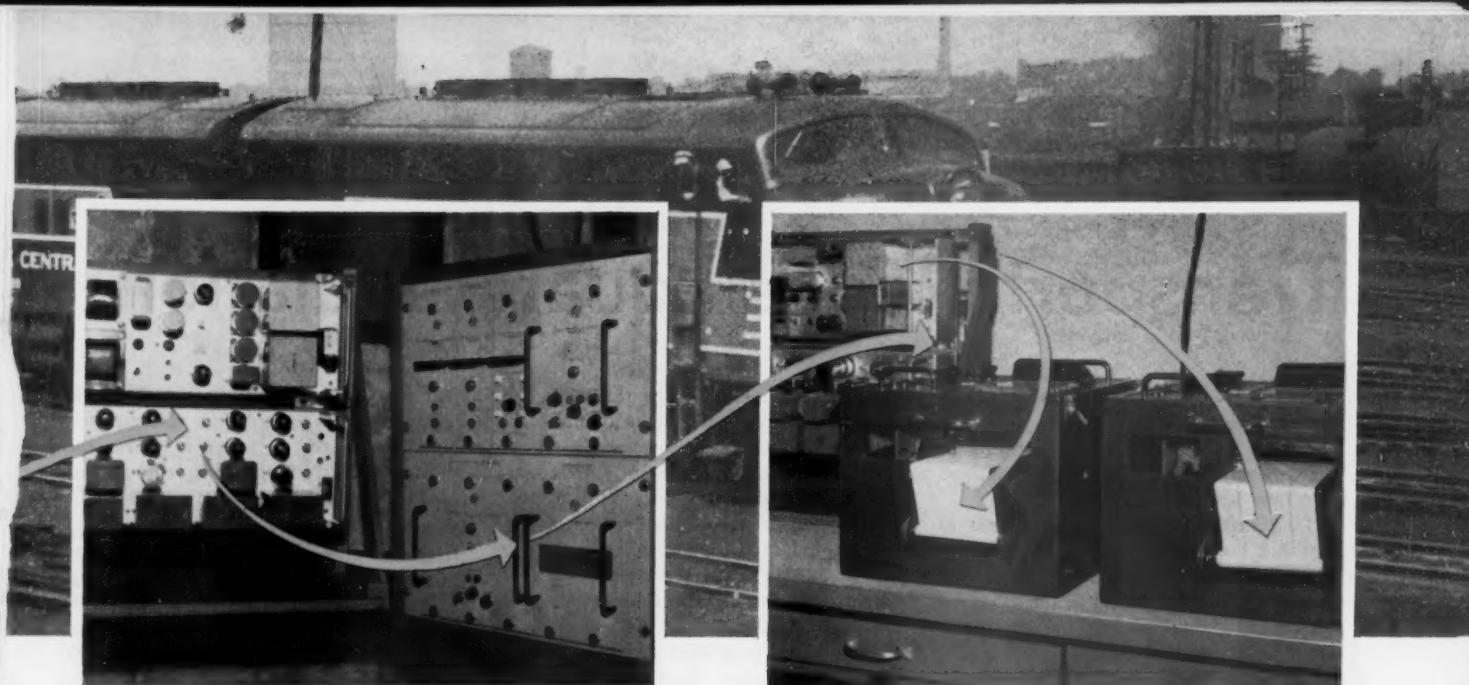
With these factors in mind, Fairview was chosen as the location most suitable. First, it is on the heavy traffic New York-Chicago mainline. Daily traffic consists of 23 eastbound freight trains and 22 westbound, with 12 local freights each way. Three to four more freight trains are run during peak traffic periods. Second, there are three controlled sidings into which trains can be directed within 15½ miles of Fairview. Westbound trains are checked by their crews, eastbound trains are checked in Wesleyville yard, Erie. Third, the detectors here are 31 miles east of Ashtabula, Ohio, where freight trains from Youngstown and Pittsburgh come onto the mainline.

When the detectors were first installed in September 1957, the graphic recorders were installed in a wayside housing with the amplifying equipment. Employees ob-

served the recorders and telephoned "hot journal" information to the dispatchers at Erie. Although this arrangement operated satisfactorily, the advantage of having the graphic recorders in the dispatchers' office was that the dispatcher acts upon the "hot journal" information by putting a controlled signal to stop. When the train crew calls in, he tells them the location of the hot journal.

Thus the problem was simply one of being able to take the output of the hot box amplifiers and send it over existing line wires into the graphic recorders at Erie. General Railway Signal Company came up with "Data Scan" to perform the wanted job. It is a system of remote indication which uses a 20-kc carrier operating on the CTC code line. Four FM tones are used for the detector outputs, one for each detector on the four rails.

Two-way detectors at Fairview have been an experiment to determine their usefulness. The Central plans to replace them with single-direction detectors at Fairview to inspect eastbound trains. Any of these trains showing hot journals will be yarded at Wesleyville, where they will



... into amplifier unit (right), and then into carrier apparatus (left) for transmission to ...

... receiver equipment at Erie, 10 miles off. There it's transcribed on recorders (right).

to Forestall Costly Train Delays

be checked by car inspectors, as at present. Detectors for checking westbound trains are to be installed at Angola, 22 miles west of Buffalo. Trains indicating "hot journals" will proceed to Dunkirk yard, where they will be checked by car inspectors. The graphic recorders will remain at Erie, and the indications from the Angola detectors will be sent via carrier over the code line.

As this is in CTC territory, the dispatcher will be able to direct trains into sidings if the need arises, before the train reaches either Wesleyville or Dunkirk. Westbound trains inspected at Angola can be directed into a siding 10 miles west of the detectors. Angola was selected for westbound train hot box detection, because it is about 30 miles out of Buffalo yard, as well as being east of Dunkirk where car inspectors are located.

Spot 70 Hot Boxes

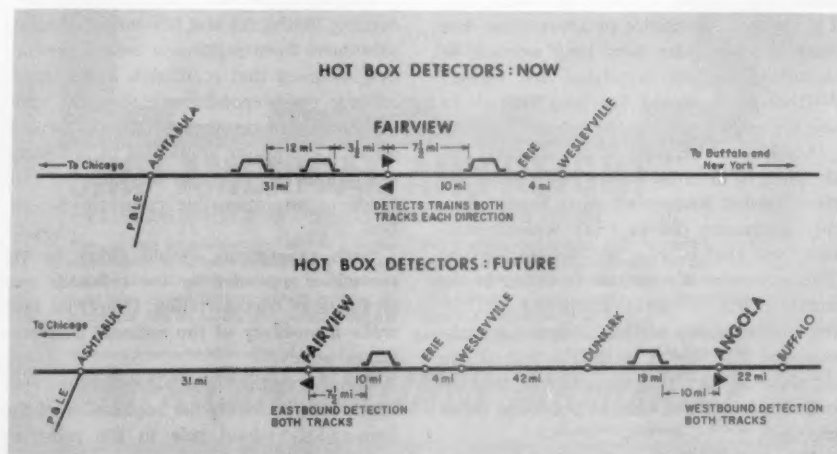
During a recent three-week period, the hot box detectors inspected 541 freight trains on which 70 journals were recorded abnormally hot. Disposition of the 70 cars was as follows: 21 cars were set out to allow the journals to cool. After inspection and repair as required, the cars were forwarded. On 30 cars, the indicated journals were rebrassed and the cars forwarded. On 12 hot journals, the cars were not set out. The journals were lubricated while the trains were in yards or on sidings, after which they continued on their way. Sim-

ilar action was taken regarding five cars on which the journals were repacked. Brakes were found sticking on two cars. This was remedied after the train was stopped. The cars were not set out.

When a train is passing Fairview, an assigned employee reads the tape, knowing that the deflection of the stylus is proportional to the heat radiated from the journal box. To read the tape, the man counts the deflection of the stylus in millimeters and subtracts the deflection of the journal on the other end of the same axle. If this difference is 9 mm or more on an eastbound train or 10 mm or more on a westbound

train, it is a reportable indication. Roller bearing cars give indications comparable to hot boxes, and are readily identified by high readings on all journals of the car.

When indications are reported, the location of the car in the train, the side of the train that the indication is on, and the location of the journal on the car, are given. For each train recorded, the tape is marked with the train, engine number, track, direction and time, as well as north or south rail. A separate hot box record includes this information as well as the initial and number of the car, its type and what was done with it.



Transport Needs Equal Regulation

Louisville, Ky.

To the Editor:

I have read the editorial appearing in the *Railway Age* of March 10 entitled "End the ICC?—Not Unless. . ."

It is probably unnecessary for me to say that I agree transportation, including the railroad, needs an independent body such as the ICC to settle questions of service and changes that are bound to arise between shippers and carriers and between the various carriers, otherwise the public would suffer. Without a Commission we would have to resort to our courts to settle issues that can be better handled by a special Commission with a trained staff and accumulated information that enables an appraisal beyond the narrow confines of the issues in individual law suits.

Public comment in our press and magazines, including the *Railway Age* as well as the *National Review* and *Life Magazine*, has gone astray in overemphasizing the restraint which the ICC has exercised in a relatively few cases in which certain railroads have cut rates to meet truck or water competition. Compared with the hundreds of rate changes which the railroads make each month—many of them to meet competition of other modes of transport—the cases of ICC interference are few indeed. . .

So, I say, stop discussing restrictive actions of the ICC and look at more fundamental and important things.

Your editorial of March 10 appears to be reaching toward this goal by suggesting instead of junking the Interstate Commerce Act out-of-hand, what should be done is to go over it clause by clause, etc. I agree with the choice of alternatives, but have you any idea how long we will be debating the merits clause by clause? Neither of us would live long enough to see the end.

Look what happens when Congress undertakes to examine just a few clauses on their merits: Remember what Senate Res. 50 Committee did in 1951 without success, and that is what the Senate Surface Transportation Committee is trying to do today. That is what happened to the recommendations of the Cabinet Committee—the discussions become a test of endurance as the partisans debate the so-called merit of the clauses proposed to be changed.

What the railroads most need in the

field of regulation is to be treated in the same manner as other modes of transportation—no better and no worse.

The Interstate Commerce Act commences with the statement: "It is hereby declared to be the national transportation policy of the Congress to provide for fair and impartial regulation of all modes of transportation subject to the provisions of this Act. . . ."

Yet, in the regulatory provisions of the Act which follow that statement, such policy is rendered impossible of attainment because different provisions apply to different types of carriers, i.e., there is no single standard of regulation.

Part I applies primarily to railroads (but also to carriers of oil by pipelines); Part II to motor carriers; Part III to domestic water carriers; and Part IV to freight forwarders. The very design of these different parts is to effect discrimination in the regulation of different modes of transportation.

Part II, for example, exempts, by Section 203(b)(6), motor vehicles used in the carriage of ordinary livestock and agricultural and horticultural commodities. That exemption has given rise to what a subcommittee of the Senate Interstate and Foreign Commerce Committee once called "a vast armada of exempt carriers" estimated to be far more numerous than carriers subject to regulation. There is no exemption from regulation when a railroad hauls such traffic. This results in intolerable injustice to the railroads, making fair and effective competition with motor carriers impossible.

Part III of the Act contains provisions—Section 303(b), (c) and (d)—which operate to remove from regulation bulk commodities, meaning that regulation is not applicable to the preponderance of traffic moving on inland waterways. Again, there is no such exemption applicable to rail-borne traffic and this operates to place the railroads in an impossible competitive position.

Such exemptions should either be removed or extended to the railroads and all forms of transportation. Otherwise they make a mockery of the national transportation policy.

There are other inequalities in the regulatory law, including the application of the long-and-short-haul rule to the railroads but not to motor carriers, and the applica-

tion of the commodities clause (the purpose of which is to prohibit a railroad from being the buyer or seller and also the transporter of traffic) to the railroads but not to other modes of transportation.

What is critically needed is a revised Interstate Commerce Act with one part instead of four, applicable alike to all carriers subject to its provisions. . . .

These problems need a statement of a broad and sound public policy which should include a statement of principle and a method of implementing that policy such as was recommended in the "Progress Report of the Senate Committee on Interstate and Foreign Commerce by its Domestic Land and Water Transportation Subcommittee pursuant to Senate Resolution 50" and released in October 1951. . . .

I believe we should announce a policy of equal regulation or control of business and economic practices for all modes of intercity transportation for hire. Exceptions or exemptions granted to one should be granted to all. A regulation or law applied to one or two, but not to all, should be abrogated. This suggestion has nothing to do with subsidy or whether transport using publicly-supplied facilities should pay a service charge. It relates solely to matters covered by the Interstate Commerce Act.

This suggestion could be carried out in short order, it does not require any new regulatory theory or philosophy. Even the drafting would not be difficult because with the adoption of an equal regulatory policy the decision would rest on an intelligent selection of the present provisions that would be given general application to all. I would be willing to leave the selection to a committee of the NIT League or a committee of the Shippers Panel of the Transportation Association or to a committee of the Class A members of the ICC Practitioners Association.

The main objective is to reach equality by removing discrimination, and in the long run all transport for hire would be benefited. When that is accomplished we can take under consideration changes in our practices, quantity and theory of regulation, but the discussions will then relate to transportation and not the physical means of performing it, nor the competitive rivalries between the different modes.

John E. Tilford,
President, Louisville & Nashville RR.

Air Freight Ads Don't Tell All

Advertisements comparing air freight rates with Railway Express rates sound impressive—until you read the small print.

Air line advertisements are beguiling shippers with some startling news.

It's often cheaper, the ads proclaim, to ship by air freight than by Railway Express.

Actually, the ads are more bewildering than beguiling to anyone knowing the facts.

The ads imply that air freight rates include pick-up and delivery; they don't. They fail to say that Railway Express Agency rates do include pick-up and delivery.

The claim: Delta Airlines claims that "air freight often costs less than rail express." The Delta ad goes on to say, apparently in support of this claim, that the typical 100-lb rate between New York and Atlanta is \$9.70, between Chicago and Atlanta is \$14.20, between Philadelphia and Dallas \$17.30.

Next to this statement appears the Delta symbol and the legend: "Air freight door to door."

The facts: If these rates really included door to door service, they would read \$12.85 instead of \$9.70, \$18.15 instead of \$14.20, \$20.10 instead of \$17.30.

The actual door-to-door comparison:

	AF	REA
New York-Atlanta . . .	\$12.85	\$ 9.64
Chicago-Miami	18.15	12.59
Philadelphia-Dallas . . .	20.10	13.68

The claim: An American Airlines ad boasts of "rates comparable to rail express." This is the ad's comparison of rates on 100 lb:

	AF	REA
New York-Chicago . . .	\$ 8.10	\$10.66
New York-Dallas	15.15	13.95
New York-Detroit	6.40	9.76

In small type, the ad concedes there is a "small charge for pickup and delivery" of the air freight—without saying that REA figures already include this charge.

The facts: When this "small charge" is added in, the comparison reads like this:

	AF	REA
New York-Chicago . . .	\$11.55	\$10.66
New York-Dallas	18.20	13.95
New York-Detroit	9.75	9.76

The claim: In New York, the Flying Tiger Line advertises rates on 100 lb "as low as 27 cents a pound to Los Angeles." The ad pictures a cargo plane and a truck marked "Flying Tiger Line Pick-Up and Delivery." The implication is that the 27-cent rate includes pick-up and delivery.

The facts: When pick-up and delivery charges are included, this rate becomes 30 cents a pound, instead of 27 cents.

In every quoted instance, the Railway Express door-to-door rate is lower than the air freight rate—with the single exception of the New York-Detroit rate.

Delta Air Lines ALL-CARGO FLEET serves these cities



Costs less than you think. Saves time and money. Carries most anything that can be shipped!

Air Freight often costs less than rail express—yet gives next day delivery. It has no hidden costs—cuts out the costly stop-and-go delays of slow-poke surface transportation. Every Delta flight carries AIR FREIGHT, with over 500 departures daily in the U. S. A.

Typical 100 LB. RATE between

NEW YORK—ATLANTA	\$ 9.70
CHICAGO—MIAMI	\$14.20
PHILADELPHIA—DALLAS	\$17.30

Lower Rates Available on Volume Shipments

ATLANTA
BIRMINGHAM
CHARLOTTE
CHICAGO
CINCINNATI
DALLAS
JACKSONVILLE
MEMPHIS
MIAMI
NEW ORLEANS
NEW YORK
NEWARK
PHILADELPHIA
ST. LOUIS



NOW—AT RATES COMPARABLE TO RAIL EXPRESS

for machines and machine parts, electrical or electronic equipment, biologicals, advertising matter, fabrics, aircraft parts, medicines, hardware and other commodities.

AIRFREIGHT Airport to airport*	\$8.10	\$15.15	\$6.40
100 LBS. TO:	CHICAGO	DALLAS	DETROIT
	from New York		

RAIL EXPRESS	\$10.66	\$13.95	\$9.76
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SHIP AMERICAN AIRFREIGHT

—gain the speed and benefits of distribution by air

Now—at rates comparable to rail express, give your shipments the extra speed and service of American Airlines Airfreight. With delivery in hours, you can boost sales, increase turnover and cut inventory requirements. Join the leading manufacturers who now

ship in volume via American. With the greatest market coverage, frequency of flights, capacity and experience, American offers the best assurance of dependable on-time deliveries . . . enables you to realize the maximum benefit of distribution by air!

*Small charge for pickup and delivery—if desired

For information, call HAVEMeyer 4-7000 in New York, Market 3-4062 in New Jersey

AMERICAN AIRLINES AIRFREIGHT
America's Leading Airline



'Golden Spike' Awarded to GM's Hyatt Division

The seventh annual "Golden Spike" award has been won by the Hyatt Bearings division of General Motors. The award is presented each year to the non-railroad advertiser believed to have made the outstanding contribution to better understanding and appreciation of American railroads. (Railway Age, Mar. 17, p. 7). Carlton T. Sills (second from right), D&RGW advertising and publicity manager, is shown pointing to Hyatt's winning entry. The contest

is sponsored by the Association of Railroad Advertising Managers. Mr. Sills has just been succeeded as the association's president by Alex W. Robertson, Missouri Pacific Lines advertising manager. Others in the photo are (left to right): Mr. Robertson; Shelburne C. Brown, account executive at D. P. Brother & Co., Hyatt's advertising agency; Charles C. Wardell, Hyatt advertising manager; and John R. Gilman, Hyatt general sales manager.

rate, where the air freight rate is one cent lower.

Actually, the air lines have to pick and choose their commodities very carefully even to get as close to the Railway Express rates as they did. On most items, the cost advantage of shipping by Railway Express is substantially greater than these comparisons would indicate.

The air freight rates, also, reflect in-

directly the advantages of federal subsidies.

Slick Airways has charged that passenger-carrying airlines have pegged their air freight rates so low that all-cargo air lines, like Slick, are unable to operate profitably. They have been able to do this, said Slick, because the Civil Aeronautics Board "has permitted [passenger carriers] to subsidize freight losses first from mail pay and later from passenger profits."

ICC Issues Mobilization Plan

The ICC has issued 12 transport mobilization orders which, by their terms, will become effective in continental United States upon the proclamation of a state of civil defense emergency by the President or by concurrent resolution of Congress.

The orders were issued through the commissioner in charge of mobilization planning, under authority of the Defense Production Act of 1950. The commission has issued a summary of their provisions for the information of carriers, government agencies, and all other interested parties.

The orders, the commission said, "reflect present ICC planning." An actual emergency, it added, "might require changes in the orders or might make individual orders unnecessary." The 12 orders are these:

General Order ICC TM-1—Preference and Priority for the Transportation by

Carriers for Hire of United States Military Personnel, Accredited Civil Defense Workers, and United States Mail.

General Orders ICC TM-2, TM-3, TM-4. These are freight embargo orders applicable in turn to railroads, motor carriers, and water carriers on inland waterways. They provide that during the 48-hour period immediately following the proclamation of civil defense emergency no carrier shall accept for movement any shipment to a consignee within any area which is being or has been subject to enemy attack. Civil defense, military and Atomic-Energy-Commission shipments are exempt, and there are permit provisions applicable to other shipments.

General Order ICC TM-5—Disposal by Carriers of Undeliverable Shipments. This directs carriers to retain undeliverable shipments while they seek new instructions from the shipper. If such instructions are not received within 72 hours,

the carrier is directed to unload the shipment and place it in any public warehouse "or other available place."

General Order ICC TM-6—Control of Liquid Transport Vehicles.

General Order ICC TM-7—Rerouting of Rail Traffic. This authorizes railroads to reroute traffic which they are unable to handle over the specified route.

General Order ICC TM-8—Direction to Certain Over-the-Road Motor Carriers of Property Regarding Routes, Diversions and Service to Certain Destinations.

General Order ICC TM-9—Direction to Certain Intercity Common Carriers of Persons by Bus to Serve Certain Points.

General Order ICC TM-10—Restrictions Upon the Transfer, Change in Use or Terms Governing Utilization of Port Facilities.

General Order ICC TM-11—Control of Freight Shipments to or within Port or Storage Areas.

General Order ICC TM-12—Inventory and Disposition of Shipments of Food and Medical Supplies Requisitioned by Government in Possession of Railroads and Motor Carriers.

Unemployment Benefits at Record High in January

Railroad unemployment benefits in January hit a record \$20,000,000-plus, as rail employment sagged to a post-1920 low.

Payments went to some 160,000 unemployed railroad workers, according to the Railroad Retirement Board.

The previous high in benefit payments was \$18,000,000, paid out in January 1955 as the 1954-55 recession was drawing to a close.

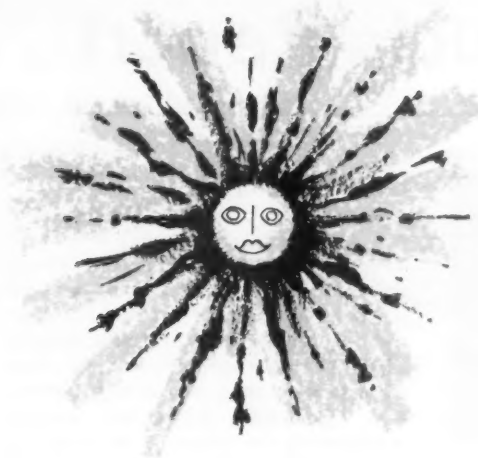
RRB figures showed the January 1958 payment total 39% higher than the total for December 1957. It was more than double the January 1957 figure. The board said an estimated 11% of the nation's railroad workers were unemployed at mid-January 1958, as average employment on Class I roads dropped to about 886,000—lowest figure for any month since the ICC monthly employment reports were started in 1920.

The number of unemployed remained at approximately 158,000 in February, and payments were reported to have declined slightly to \$19,093,685.

Intrastate Rate Boost Approved in Missouri

A 7% freight rate increase went into effect March 20 for intrastate traffic in Missouri. The boost is applicable to all commodities except coal, clay, fertilizer, sand and gravel.

Approval of the rate hike request by the state Public Service Commission, it's indicated, brings intrastate rates to approximately the same level as those set up interstate by Ex Parte 206.



9 ROADS WILL HAVE LESS

HOT BOX TROUBLE

THIS SUMMER...

FALL

WINTER

SPRING



they've got "Hot Box Detectives" beside their track

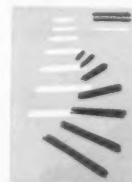
May, June, July, and August are the traditional months for great surges in hot box problems—but the nine roads that have turned to the Hot Box Detective* look forward to a continued decrease in their hot box rate *every season of the year*.

The SERVOSAFE® Hot Box Detective scans every journal that passes—and spots each overheated bearing *before* it causes trouble. It works just as effectively in mid-summer as in mid-winter. It is not in the least hindered by changes in the heat, light, or humidity. The infrared detecting unit located at trackside checks *every* journal passing by for abnormal heat. And *every* hot box, actual or imminent, is recorded in the nearest tower . . . spotted right down to the exact car, exact truck, *and the exact bearing*.

It becomes that easy to catch overheated journals in time to avoid the costly delays of snarled traffic on the line.

The SERVOSAFE Hot Box Detective is the system you've been hearing about at meetings, and reading about in the press. For detailed information on how the Hot Box Detective can ease your own hot box problems, call in a Servo Corporation railway consultant. Wire or write:

SERVO CORPORATION of AMERICA • 20-28 Jericho Turnpike, New Hyde Park, L. I., New York
*Pat. Pend.



New Products Report



4,000 Word Memory

Royal McBee's new desk computer has a memory drum capacity of over 4,000 words. The LGP-30 has as standard equipment an electric typewriter with a paper tape punch and reader. The standard typewriter keyboard allows manual input of both alphabetic and numeric data at a speed of 10 characters a second; a general use computer suitable for research or other business operations requiring reduction of masses of computable data to desired values. *Royal McBee Corp., Dept. RA, Port Chester, New York.*

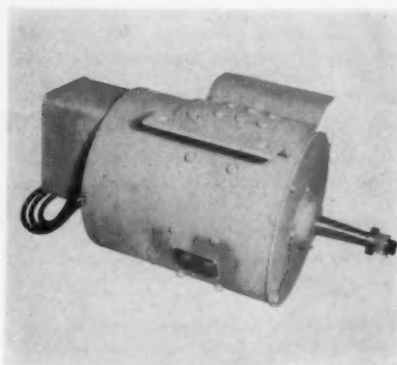
Exhaust-Purifying Device

Nodorizer is an exhaust-purifying device. It takes pressurized air from the engine air box and forces it through a chemical compound to inject the chemical into the exhaust pipes. Dieseleen, the chemical compound in the unit, reacts with the uncombusted byproducts that cause odor and irritation. The neutralized exhaust stream is then reodorized and freshened. There is no reduction of power with use of the Nodorizer. *Independence Chemical Company, Dept. RLC, Philadelphia.*



Plastic Coating

A new plastic coating, Freight Liner 410, applies a smooth moisture and chemical resistant surface to the interior of steel covered hopper cars. It is non-toxic and has been approved for use in the storage and shipment of bulk foodstuffs. Freight Liner 410 can be applied in two coats with ordinary spray equipment at any temperature encountered. Preparation involves sand-blasting the surface to be coated to remove rust, paint, moisture, oil and grease. *Archer-Daniels-Midland, Dept. RA, 700 Investors Bldg., Minneapolis 2.*



Caboose Power Supply

To meet all contingencies in supplying power to cabooses, a small 3-kw, 40-volt generator with exceptionally wide speed range, is now available. With 33-in. wheels and a 5.28:1 drive ratio, the cut-in speed is 7.6 mph. This corresponds to a generator speed of 412 rpm.

The machine will assume full load at 10.4 mph and will carry it up to 84.2 mph, or a generator speed of 4,400 rpm. Regulation is within 3% over the entire speed range. The generator which is totally enclosed is 15 in. in diameter, 32½ in. long, and weighs 45 lb less than the manufacturer's previous design. Added features are interpoles for improved commutation and a mechanical pole changer instead of rocking brushes. There are no flexible leads on the pole changer. Bearings are double-shielded and pre-lubricated. There are inside grease caps filled with grease to seal the bearings from external contamination and thus extend bearing life. Either belt or gear drive may be used. The suspension shown is designed for use with a gear drive and may be replaced by a constant tension suspension for belt drive. *Safety Industries, Inc., Dept. RA, New Haven, Conn.*



Power Sweeper

The new Model 2436 Electrisweeper, using two 12-volt industrial batteries is said to sweep a full 8-hours without recharge. Features include electric forward and reverse control without shifting gears. Rear drive wheels have foot-operated hydraulic brakes. An impeller-type blower delivers dust into a separator chamber. The filter automatically empties at time hopper is dumped, avoiding removal of filter or air blow back for cleaning. *Wilshire Power Sweeper Company, Dept. RA, 247 Dundee ave., Elgin, Ill.*

Color-Flecked Finishing Material

Plextone is a practically odorless material. It is alkali-resistant and can be applied directly over most any surface. It is tack-free within two hours after application and becomes hard overnight, achieving full hardness in about three days. Two or more colors, held in suspension by a patented process, can be sprayed from one container at a time, forming multi-colored patterns resembling textured wall-papers, leathers, and marbles. *Plextone Corporation of America, Dept. RA, 2121 McCarter highway, Newark, N.J.*



THE BALTIMORE AND OHIO RAILROAD COMPANY

131st Annual Report-Year 1957

<u>Income:</u>	Year 1957	Comparison With 1956 (+) Increase (-) Decrease
From transportation of freight, passengers, mail, express, etc.	\$461,303,581	—\$4,181,115
From other sources—interest, dividends, rents, etc.	6,812,121	— 934,219
Total Income	<u>\$468,115,702</u>	<u>—\$5,115,334</u>
 <u>Expenditures:</u>		
Payrolls, supplies, services, taxes	\$402,289,143	—\$4,429,817
Interest, rents and miscellaneous	41,695,523	+ 5,221,708
Total Expenditures	<u>\$443,984,666</u>	<u>+ \$ 791,891</u>
 <u>Net Income:</u>		
For improvements, sinking funds and other purposes	<u>\$ 24,131,036</u>	<u>—\$5,907,225</u>

In 1957 the Preferred Stock dividend of \$4 per share and a Common Stock dividend of \$2 per share were paid in equal quarterly installments. An extra dividend of 50 cents per share on the Common Stock for 1957 was paid December 30. Dividends of \$4 per share on the Preferred Stock and \$1 per share on the Common Stock, payable in equal quarterly installments on March 20, June 20, September 19 and December 19, 1958, were also declared.

The Company's long-term debt was reduced by a net amount of \$14,705,043. The facilities of the Company were maintained in condition to render adequate, safe and efficient service. The property was improved to the extent of funds available.

A copy of the Annual Report may be obtained by writing to the Secretary, The Baltimore and Ohio Railroad Company, Baltimore 1, Md.

J. H. Simpson, President

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478

when you select tablecloths

Start with the Finish

The finish is your assurance of better looking, longer wearing, non-linting tablecloths. Even after countless launderings Stevens Simtex

tablecloths retain their fine crisp hand. Only Stevens Simtex uses the Basco® protective process. Applied permanently to the fiber itself, Basco Permanent Finish stays for the life of the cloth assuring you of unsurpassed durability and long range economy.



Stevens Simtex Table Cloths

J. P. STEVENS & CO., INC., STEVENS BUILDING, BROADWAY AT 41st, NEW YORK 36, N. Y.

ATLANTA • BOSTON • CHARLOTTE • CHICAGO • CINCINNATI • DALLAS • DETROIT • LOS ANGELES • PHILADELPHIA • SAN FRANCISCO • ST. LOUIS

MARKET OUTLOOK *at a glance*

Carloadings Slip 1.1% Below Previous Week's

Loadings of revenue freight in the week ended March 21 totaled 533,019 cars, the Association of American Railroads announced on March 27. This was a decrease of 6,038 cars, or 1.1%, compared with the previous week; a decrease of 152,817 cars, or 22.3%, compared with the corresponding week last year; and a decrease of 164,229 cars, or 23.6%, compared with the equivalent 1956 week.

Loadings of revenue freight for the week ended March 15 totaled 539,057 cars; the summary, compiled by the Car Service Division, AAR, follows:

District	1958	1957	1956
Eastern	85,110	117,887	118,305
Allegheny	94,706	139,469	140,052
Poconantas	47,096	65,283	56,242
Southern	107,838	126,332	126,761
Northwestern	59,850	74,657	73,549
Central Western	98,661	113,219	115,535
Southwestern	45,796	52,379	55,539
Total Western Districts	204,307	240,255	244,623
Total All Roads	539,057	689,226	685,983
Commodities:			
Grain and grain products	48,138	52,577	46,912
Livestock	4,657	5,776	7,201
Coal	103,883	140,731	124,984
Coke	6,045	13,315	13,617
Forest Products	33,304	39,872	42,028
Ore	14,485	23,060	21,973
Merchandise l.c.l.	48,592	57,720	61,784
Miscellaneous	279,953	356,175	367,484
March 15	539,057	689,226	685,983
March 8	544,173	672,363	697,601
March 1	553,645	703,983	710,976
February 22	492,389	626,630	687,018
February 15	533,237	675,966	698,319

Cumulative total,
11 weeks .. 5,909,429 7,246,372 7,557,987

IN CANADA. — Carloadings for the seven-day period ended March 14 totaled 66,056 cars, compared with 65,871 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
March 14, 1958	66,056	30,009
March 14, 1957	74,463	36,053
Cumulative Totals:		
March 14, 1958	683,224	307,391
March 14, 1957	744,399	340,757

New Equipment

LOCOMOTIVES

► **170 New Units Installed in First Two Months.**—Class I railroads installed 170 new locomotive units (all diesel-electrics), in the first two 1958 months, the AAR reports. Units installed in the first two 1957 months totaled 244 (240 diesel-electrics and four electrics). New locomotive units on order March 1 for Class I railroads totaled 273 (243 diesel-electrics, 30 gas turbine-electrics), compared with 867 units (837 diesel-electrics, 30 gas turbine-electrics), on order March 1, 1957.

FREIGHT-TRAIN CARS

► **Orders and Deliveries Decline.**—New freight cars ordered in February totaled 294, compared with 401 in January and 6,065 in February 1957, ARCI and AAR report. New cars delivered in February totaled 5,316, compared with 7,219 in January and 8,184 in February 1957. Cars on order and undelivered on March 1 totaled 43,750, compared with 48,787 on February 1 and 111,965 on March 1, 1957.

Type	Ordered Feb. '58	Delivered Feb. '58	On Order Mar. 1, '58
Box—Plain	0	722	10,491
Box—Auto	0	0	500
Flat	29	52	2,509
Gondola	50	1,577	9,099
Hopper	0	1,725	13,606
Covered Hopper	102	650	2,675
Refrigerator	100	183	2,037
Tank	13	366	2,522
Caboose	0	9	112
Other	0	32	199
TOTAL	294	5,316	43,750
Car Builders	215	3,526	15,888
Company Shops	79	1,790	27,862

Maintenance Expenditures

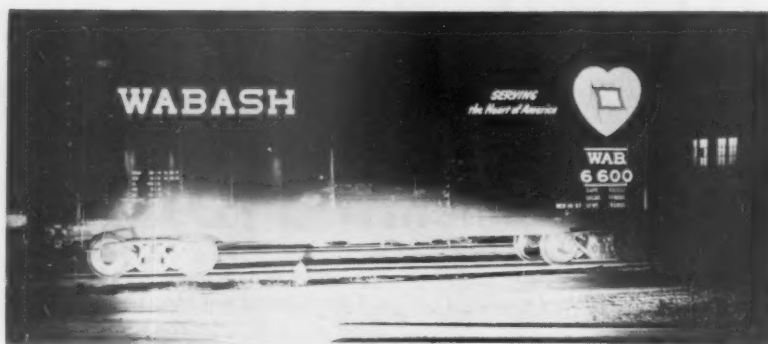
► **Down 7.1% in January.**—Expenditures by Class I roads for maintenance of equipment, way and structures in January 1958 were down about \$19.4 million compared with same 1957 month. Report of ICC Bureau of Transport Economics and Statistics is summarized below.

	January 1958	January 1957	% Change
Maintenance of Way & Structures	\$101,435,591	\$109,868,116	-7.7
Maintenance of Equipment	153,012,707	163,999,858	-6.7
Totals	254,448,298	273,867,974	-7.1

New Facilities

► **Atlantic Coast Line.**—Ordered from Union Switch & Signal division of WAB Co., equipment to install centralized traffic control with signaled sidings on approximately 33 miles of single track between South Dunellon and North Croom, Fla. The control machine will be installed at Ocala, Fla.

► **Louisville & Nashville.**—Major authorized construction projects include: moving yard facilities from Pensacola to Goulding, Fla., \$600,000; extension of Leewood Yards, Leewood, Tenn., \$120,000; installation of automatic interlocking plant at Willoughby Tower, Knoxville, Tenn., \$39,000.



Boxcars that Glow in the Night

The Wabash is building 400 steel boxcars like this one at its Decatur Shops. It expects to have all of them in operation this spring. Cars are marked with

"Scotchlite" reflectors to make them easily visible at night for yard car-checking operations and for motorists approaching grade crossings.

(Continued from page 9)

road situation to a crossroads. One road leads to further entanglement in restrictions and possible government ownership. The other to breaking of restrictions and a revitalization of the railroad industry as a dynamic force for progress.

One thing railroad competitors have learned well, he commented, "is the value of speaking up. Their employees send wires and letters, talk to friends, beat the drums for their industry. If railroads hope to obtain the freedoms we need, we have to work at winning friends.

"It is up to us—to you and me, and to our friends and to everyone we can persuade by the justice of our beliefs, but

mostly up to us as individuals—to win the day for privately owned and operated transportation."

As for the future in general, Mr. Johnston cited several look-ahead surveys, one forecasting a trillion-dollar economy in 25 years.

Transportation, he concluded, "will be the key to everything, the very basis of existence of our immensely swollen human communities. Public transportation will stage a spectacular comeback, with railroads integrated with other forms of transportation in huge systems. In short, transportation, instead of being a dying industry, will become more important than ever before."

RRs Plan \$835.6 Million Outlay

Class I line-haul railroads now expect 1958 gross capital expenditures to total about \$835.6 million.

That's the aggregate of estimates submitted to the ICC by 108 roads. It would be 37.9% less than those roads spent in 1957. The five roads which

submitted no 1958 estimates made 1957 expenditures totaling \$48 million.

The accompanying table, compiled by the commission's Bureau of Transport Economics and Statistics, compares estimates for this year's first half with outlays for the like 1957 period.

Actual and Estimated Gross Capital Expenditures of Class I Railroads, First Six Months of 1957 and 1958

Period	Number of roads	Road	Equipment	Total	Percentage distribution	Equipment-Road ment
Actual:						
1st half 1957....	113	\$173,963,651	\$527,869,089	\$701,832,740	24.8	75.2
1st half 1957*..	108	169,204,260	509,802,225	679,006,485	24.9	75.1
Estimated:						
1st quarter 1958	108	70,879,563	215,039,442	285,919,005	24.8	75.2
2nd quarter 1958	108	77,681,547	138,577,250	216,258,797	35.9	64.1
1st half 1958....	108	148,561,110	353,616,692	502,177,802	29.6	70.4
Percent of increase:						
1st half 1958						
vs.						
1st half 1957....	108	d 12.2	d 30.6	d 26.0		

* Excludes figures for 5 roads which did not furnish 1958 estimates.
d Decrease.

'Wide Wide World' Tells Story of Rails

Television viewers from coast to coast got a 90-minute, roving camera's-eye view of the railroad industry March 30.

The cameras of Dave Garraway's "Wide Wide World" (NBC) rode an engineer's cab, a flatcar, a caboose and a dome car to tell the story of American railroads, past and present.

The show was centered around the little Missouri town of Malta Bend (pop. 412), and was called "Flag Stop at Malta Bend."

Some highlights of the show:

- A re-creation of the 1831 race between Peter Cooper's "Tom Thumb" locomotive and a horse-drawn car, at the B&O's Mt. Winans Yard in Baltimore.

- A special sightseeing train entering Washington, D.C. from the southeast, and showing the cherry trees, Jefferson Memorial, the Washington Monument and the Capitol.

- The "TV ticket counter" at New York's Pennsylvania Station, and departure from there of the "Spirit of St. Louis."

- The private railroad of movie director Ward Kimball in San Gabriel, Calif.

- A ride in the "California Zephyr" through California's Sierra Valley.

FCC Microwave Rules Seen Delayed a Year

Federal Communications Commission rules for microwave radio systems may not be available for a year. So predicts Joseph E. Keller, general counsel of the Operational Fixed Microwave Council. The council represents railroads, pipe lines and other private users of microwave systems.

The FCC last summer held extensive hearings on allocation of frequencies for microwave systems (Railway Age, July 22, p. 9). Because of the scope of the hearings, Mr. Keller says, it will be about one year before the commission can complete its study of the testimony.

Seatrain to Handle Rail, Truck Loads in Containers

Seatrain Lines soon will inaugurate a new Seamobile service, Seatrain President John L. Weller announced.

The new service will utilize containers easily transferrable from ship to shore. On land, the containers can travel either by rail or truck.

Mr. Weller said the new service "will permit shippers for the first time to combine the economy of water transportation with the flexibility of door to door pick-up and delivery in containers via highway or rail."

The new containers, developed after a year and a half of planning, come in two sizes. They will be used along the present Seatrain route, which has installations in New York, Savannah, Ga., New Orleans and Texas City, Tex.

Legislation Alone No RR Cure-all

"Hard sell" tactics—coupled with better rates and service—will be necessary if railroads win the competitive freedom they're after, New York Railroad Club is told.

Railroads have an excellent chance of getting relief legislation from Congress—but legislation alone won't produce new traffic and fatten depleted treasuries.

That was the message four railroad presidents brought to the annual "Presidents Night" meeting of the New York Railroad Club.

● Pennsylvania President James M. Symes and Lehigh Valley President Cedric A. Major said railroads have every reason to be optimistic for the future. "Never before," declared Mr. Symes, "have our prospects for getting corrective action been better."

● But Reading President Joseph A. Fisher and Delaware and Hudson President William White warned that railroads will have to institute rate and service reforms if they are to take full advantage of remedial legislation.

Mr. Symes based his optimism on the fact that "The nation has to have the railroads, and they have to grow—and our present distress does not alter that fact."

Another reason for encouragement, he said, is the growing awareness of both Congress and the public of the seriousness of the railroad situation.

"In my 42 years in this business," said Mr. Symes, "I have never known the influential magazines and newspapers of this country to be so understanding of the railroad situation—and, more important, so insistent that it be corrected."

The railroads won't get everything they're asking for, he added, but "we can, I earnestly think, expect more fair play than we have seen in many a year."

He recalled that last fall he had publicly listed "Seven Doors of Opportunity" that made him optimistic about the railroads' future. In spite of the recession, he said, he remains optimistic and thinks these doors "are now more likely to open than ever."

Mr. Symes' seven doors would open the way to better regulation; to fair state and local taxation; to repeal of the federal excise taxes on transportation; to relief from "some of the worst examples" of passenger deficit operations; to a new approach in eliminating grade crossings; to equipment purchases with federal assistance; and to more railroad mergers.

Mr. Symes had this parting word for railroad suppliers: "Be ready to supply us; the day will come when we will need all you can sell."

Like the Pennsy president, Mr. Major

said the present gloom surrounding the industry is only temporary.

"These things," he said, "are certain:

"One, railroads will remain the low cost form of transportation and will continue to provide the most efficient method for moving great numbers of persons and large quantities of goods.

"Two, the national economy will bound forward again; and

"Three, given fair treatment in the fields of legislation, regulation, and taxation, railroad credit and railroad securities will have proper recognition in the market place."

Mr. Fisher emphasized that remedial legislation must be accompanied by a new "hard sell" approach by railroads. The result of such legislation, he pointed out, will be "sharpened, intensified competition among all carriers for available intercity freight traffic."

To meet this sharpened competition, he advocated a "total sales" concept, mobilizing all the resources of a railroad to attract and keep traffic.

"Perhaps we have been relying too much on old methods, are not selling aggressively enough, and are ringing old and familiar doorbells too frequently," said the Reading president.

The "total sales" concept, he said, would involve:

"Producing the service needed to earn a shipper's traffic and confidence;

"Providing new services and new facilities required to attract any desirable traffic;

"Intelligent pricing which will both sell traffic and provide an adequate return; and, finally,

"Using progressive sales methods and

techniques that will translate what we have to offer, at the price we can offer it, into loaded cars and loaded trains moving over the rails."

He said progress has already been made in this direction. "Increasingly, sales and operating forces are sitting down together . . . to establish procedures which will eliminate future complaints and provide the kind of service a railroad must offer, and a shipper has a right to expect."

He urged that railroads support their salesmen with sound promotion and advertising.

He predicted that electronic computers will prove to be "a potent weapon in our competitive arsenal" by establishing a prompt and thorough understanding of the relationship between costs and prices.

Mr. White reviewed in detail the problems with which only Congress and state legislatures can deal—excessive taxation, over-regulation, subsidized competition, laws preventing railroads from engaging in other forms of transportation, the agricultural commodity exemption, inadequate mail pay, and the compulsion to operate little-used passenger trains.

But, he added, "Railroad management has an obligation, too.

"It has the duty to provide better service; to construct a more realistic freight rate structure based more on cost than on value of service; to make a serious and concentrated effort to bring about voluntary consolidation or merger of railroads; and do its utmost to convince railroad labor leaders that in the interest of employees whom they represent many revisions of working rules and methods of payment are overdue."

'Enlightened Statesmanship is Necessary'

"Running a railroad takes a lot of manpower, so high employment costs affect them seriously. I can't say that wages *per se* are too high. [But] railroads pay for too much time not worked and there are too many restrictions in our working agreements.

"Enlightened statesmanship is necessary in this field on the part of both management and labor. Certainly we are jointly interested in preventing further erosion of our business and regaining business that we have lost. We are jointly interested in properly maintaining our property and equipment. We are jointly interested in everything that advances the welfare of the industry. In this field we must be reasonable and right because we may have to take our case to the public which in the last analysis is the arbiter in all these things."

—William White, president, Delaware and Hudson.



1,500 Box Cars—All Painted Chinese Red

Everything's new, including the paint scheme, on a fleet of 1,500 steel box cars being produced at the Burlington's Havelock, Neb., shops. The cars, costing \$12,000,000, are painted Chinese red, with newly designed display letter-

ing in white. Scotchlite is used in safety markers on the side sills and on the Burlington Route herald. The cars, equipped with nailable steel flooring, are fully lined (some with a steel lining two ft high on sides and ends),

CB&Q Seeks Tax Assessment Cut

The Burlington is asking judicial review of the tax assessment placed on its operating property in Illinois.

The road filed suit in the Circuit Court of Lee County requesting that a final assessment of \$147,000,000 be set aside. It also requested that the assessed value be set at no more than \$75,000,000.

The \$147,000,000 valuation, Burlington contends, is "approximately twice as much as the actual fair cash value of the property as measured by generally recognized and reliable standards of value."

Moreover, the road charged, the assessment has produced a situation in which its property, "by comparison with non-railroad property, has been valued,

relative to 'fair cash value,' far in excess of other, non-railroad, property."

The Illinois State Department of Revenue is the defendant in the suit. A former state assistant attorney general (who successfully fought a similar Chicago & North Western suit in 1953-54), has been retained to handle the case for the state.

Burlington's case is the latest in a series of railroad protests against the state taxation situation. Five eastern roads are seeking reductions in non-mainline property taxes in New Jersey. Missouri Pacific and Kansas City Southern are fighting alleged inequalities in assessments in Kansas. The KCS has an assessment case in progress in Arkansas.

Freedom Proposals Win Support

Support for the railroad industry's rate-freedom program came last week from the National Industrial Traffic League and the Chamber of Commerce of the U. S. It came in presentations at the Senate Surface Transportation Subcommittee's hearings on the "deteriorating railroad situation."

The Chamber also supported the railroads' call for more freedom to operate other modes of transportation. The NIT League's position was that no legislation on this subject is needed, because judicial interpretation of the present law has allowed the ICC "satisfactory leeway in approving motor carrier acquisitions by railroads and in issuing unrestricted certificates for motor carrier operations to railroad subsidiaries."

Among other presentations was that of

the Transportation Association of America, which took no position on these highly controversial matters. It did, however, support some parts of the railroads' program, including the proposal to give the ICC authority to override the state commissions to permit abandonments of unprofitable intrastate service.

Other witnesses at last week's sessions included spokesmen for agricultural and fishery interests, who opposed any tightening of the Interstate Commerce Act's so-called agricultural exemption.

The NIT League presentation was made by the chairman of its legislative committee—Harry O. Mathews, Armour and Co.'s general manager of transportation. He said it was the league's position that rates should be made "according to the transportation circumstances and condi-

tions surrounding the mode of transport that is to apply them to its traffic."

As to abandonments of intrastate rail services, the league favors a proposal to give the ICC overriding authority. It opposes a new definition of private carriage because it believes that unlawful for-hire operations "can be stopped by proper enforcement of the present law."

The presentation of the U. S. Chamber of Commerce was made by John R. Staley, vice-president of the Quaker Oats Co. In addition to supporting the railroads' freedom program, he also favored repeal of the excise tax, giving the ICC authority over intrastate services, sharpening the Interstate Commerce Act's definition of private carriage, and tightening its agricultural exemptions.

Mr. Staley advised rejection by Congress of proposals for "adverse legislation." He had in mind legislation "of make-work variety, which unnecessarily interferes with the proper functions of management, or which adds unnecessary costs to the carriers' financial burden."

The TAA presentation was made by its president, George P. Baker, professor of transportation at the Harvard Graduate School of Business Administration. In addition to its position in favor of giving the ICC power over intrastate service abandonments, the association favors a tighter definition of private carriage—if ICC efforts to enforce the present law are unsuccessful.

As to user charges, Dr. Baker summarized the association's position as follows: "TAA supports the broad principle of user charges to help recoup federal outlays for transport facilities without endorsing any specific details at this time."

Reading Looks to Microwave To Cut Communication Costs

The Reading may soon make extensive use of microwave radio. The road is studying five locations where microwave may supplement its wire-line communications.

Microwave compares favorably with wire-line communications on several counts, says George Blatt, Reading chief signal, electrical and communications engineer. It provides more versatile and effective communications, he adds, and is considerably less expensive to install and maintain.

"In certain areas . . . construction of new pole lines would cost more than installation of microwave links," Mr. Blatt said in a recent address. Adding only an additional crossarm and wires to an existing pole line costs about the same as microwave, he added. Furthermore, such an addition would not provide the characteristic higher reliability of microwave.

If the Reading installs microwave it will become the fifth U.S. railroad to do so. The others are the Rock Island, Santa Fe, Southern and Southern Pacific. Other railroad users of microwave are the Canadian National, Canadian Pacific, Pacific Great Eastern and the National of Mexico.



Drought Insurance

This 55,000-gal. B&O water tank will soon become reservoir for new water system at West Virginia's Boy Scout Camp Arrowhead. Looking over plans for new tank site are Clyde F. Farmer Jr., B&O district freight agent; Camp Director Edward J. Hall; and M. Blair Young, N&W special agent. Gift was made through Railroad Community Committee of Huntington, W. Va.

Coal Pipeline to Begin Operating Commercially

Pittsburgh Consolidation Coal Company's 108-mile coal pipeline may be operating on a commercial basis within 90 days.

The line has been in partial operation since April 1957. Problems of preparing and drying the coal-and-water slurry forced postponement of full operation.

James Hyslop, president of Pitt Consol's Hanna Coal Company Division, says the line has operated for continuous runs as long as three weeks.

"The pipeline and high-pressure pumping equipment," he added, "have proved entirely successful from the start. Our problems have centered mainly around preparation of the slurry, with some difficulty in the drying operation."

Mr. Hyslop said solving the problems took more time than was originally anticipated. But, he added, "there was never any question about the achievement of ultimate success and the demonstration that coal pipeline transportation is practical."

The line runs from Pitt Consol's Georgetown preparation plant, near Cadiz, Ohio, to the Eastlake power station of Cleveland Electric Illuminating Company. It's expected to deliver 1,200,000 tons of coal to the Eastlake terminal annually, when operating on a commercial basis.

NEXT WEEK

Picture History of U.S. Transportation

March 31, 1958 RAILWAY AGE

People in the News

ATLANTIC COAST LINE.—Effective April 1, the Jacksonville district will be absorbed into the Tampa and Ocala districts. The Charleston and Columbia districts are being consolidated. They will be known as the Charleston district, under jurisdiction of **O. P. Dawling, Jr.**, superintendent, Florence, S.C. Positions of superintendent at Charleston, S.C., and Sanford, Fla., abolished. **C. Patterson** appointed superintendent terminals, Florence. **L. A. Anderson** named assistant superintendent, Sanford. **J. H. Arnold, Jr.**, becomes trainmaster, Ocala, Fla. **A. T. McAlister** appointed terminal trainmaster, High Springs, Fla. **J. H. Capps**, trainmaster, Charleston, S.C., transferred to the Richmond district, Rocky Mount, N.C.

CANADIAN NATIONAL.—**Douglas I. Grant**, executive assistant, appointed vice-president, associated services, with jurisdiction over hotels, departments of communications, real estate, investigation, colonization and agriculture services. **Robert H. Tarr**, secretary of the CNR, named vice-president and secretary, with added responsibilities in connection with the organizational functioning of the system.

Walter T. Patterson, assistant regional counsel, appointed regional counsel, Western region, Winnipeg, Man.

Ralph T. Vaughan, special assistant, office of the president, appointed assistant to president, Montreal.

J. J. Quinn, general superintendent, express, Toronto, Ont., retired March 1.

CHICAGO & EASTERN ILLINOIS.—**Carl J. Lessing**, formerly traffic manager and purchasing agent, J. R. Short Milling Company, appointed to the newly created position of director-traffic research, C&EI.

M. F. Puff appointed assistant freight sales manager, Minneapolis, succeeding **J. C. Manning**, transferred.

DENVER & RIO GRANDE WESTERN.—**Dan W. Baldwin** appointed assistant general freight agent, Chicago, succeeding **C. A. Brennan**, who retired February 28.

DEPARTMENT OF THE ARMY.—Major General **Frank S. Besson, Jr.**, has assumed the duties of U.S. Army chief of transportation, replacing Major General **Paul F. Yount**, who retired January 31.

Colonel William N. Redling, assistant chief of transportation (research and development), will transfer shortly to an assignment with Headquarters, U. S. Army, Alaska.

ILLINOIS CENTRAL.—**Norvin L. Patterson**, executive general agent, Chicago, appointed general superintendent of dining service. He is succeeded by **John F. Sharkey**, superintendent, St. Louis division, Carbondale, Ill. Mr. Sharkey's successor is **Harry R. Koonce**, superintendent, East St. Louis Terminal. Mr. Koonce is replaced by **James P. Moran**, assistant superintendent, Kentucky division, Paducah, Ky.

MILWAUKEE.—**Rufus C. Dawes** appointed attorney, Chicago.

S. J. Cooley, industrial commissioner, Chicago, promoted to director-industrial and real estate development there. Position of industrial commissioner abolished. **A. L. Sedgwick**, western industrial commissioner, appointed western director-industrial and real estate development, Seattle. **E. J. Stoll**, assistant industrial commissioner, named assistant director-industrial and real estate development, Chicago. **J. F. Grier**, assistant industrial commissioner, appointed assistant western director-industrial and real estate development, Seattle. Their former positions abolished.

MISSOURI PACIFIC.—**Thomas B. Arnold**, general agent, St. Louis, appointed general freight agent there, succeeding **L. F. Binkley**, retired. **J. J. Myers** succeeds Mr. Arnold as general agent. **J. K. Wesley** appointed industrial agent, St. Louis, succeeding **Albert R. Miller** (Railway Age, Mar. 17, p. 68).

MONON.—**W. P. Sullivan**, vice-president—purchasing and taxes, Lafayette, Ind., retired February 28. **Rufus E. Taylor**, general storekeeper, Lafayette, appointed director of purchases and stores there. **Emory J. Gravelle**, assistant to purchasing agent, named purchasing agent, Lafayette.

NEW HAVEN.—**A. T. Peagan** appointed director, and **R. H. Davis**, assistant director, research and planning, New Haven.

NICKEL PLATE.—**E. K. Wood**, district freight claim agent, Chicago, appointed freight claim agent, Cleveland, succeeding the late **H. S. Shadrach**. Mr. Wood will supervise loss and damage prevention and freight claim activities over the entire system.

QUANAH, ACME & PACIFIC.—**Alan G. Kern** and **James J. Collins** appointed general agents at New York and Philadelphia, respectively.

SANTA FE.—**C. H. Sandberg**, system assistant bridge engineer, Chicago, named system bridge engineer there, replacing **R. A. Van Ness**, who retired February 28. **H. A. Patton**, computer, Chicago, appointed engineer of inventories, to succeed **E. W. Flanders**, retired.

SEABOARD.—**J. M. Nixon** appointed assistant master mechanic, North Florida-South and South Florida divisions, at Tampa, Fla.

SEATRAN LINES.—**Harry J. Johnson**, vice-president traffic, New York, appointed vice-president in charge of sales for the Gulf area, at Houston, Tex. Mr. Johnson will supervise all sales activities in the south and southwest served through the ports of New Orleans and Houston.

Edmond H. Gaiennie, eastern traffic manager, Rock Island, New York, appointed vice-president.



Douglas I. Grant
CNR



Robert H. Tarr
CNR



Ralph T. Vaughan
CNR



Carl J. Lessing
C&EI



Ross L. Thorfinnson
Soo Line



Louis E. King
Southern

sales of Seatrains Lines. Mr. Gaiennie's duties will include development of traffic for Seatrains' new "Seamobile Service."

SOO LINE.—Ross L. Thorfinnson, general attorney, appointed general traffic manager, Minneapolis, to succeed Walter W. Kremer, resigned.

SOUTHERN.—James G. Beard, superintendent, Birmingham, Ala., transferred to Richmond, Va., succeeding Charles K. Carter, Jr., who retired March 1. Versie R. Valentine, assistant superintendent, Knoxville, Tenn., promoted to superintendent, Selma, Ala., succeeding Winfred L. Thornton, transferred to Birmingham.

Louis E. King, superintendent, Birmingham, appointed to the newly created position of vice-president there.

Donald H. MacLeod, superintendent, Charleston, S.C., transferred to the Birmingham, (Ala.) division, succeeding Mr. King. Carl S. White, Jr., division engineer, Alexandria, Va., succeeds Mr. MacLeod at Charleston.

TOLEDO, PEORIA & WESTERN.—A. W. Chandler, sales representative, Chicago, promoted to sales manager, Cleveland territory, joining J. P. Christie, who also is sales manager, Cleveland.

Supply Trade

George B. Christian, vice-president—sales of the Wine Railway Appliance Company, Toledo, Ohio, retired March 1, after 32 years of service with the firm.

Richard L. Terrell, works manager, Electromotive Division of General Motors Corporation, has been promoted to administrative assistant to the general manager, succeeding George W. Elsey, who retired February 1. Raymond H. Bish, manager of manufacturing services and facilities, named to succeed Mr. Terrell. George D. Baker, manufacturing manager, La Grange, Ill. plant, advanced to assistant works manager.

Charles McKenna has been appointed sales representative for Leschen Wire Rope division, H. K. Porter Company, Inc. His territory will be all of New England and upper New York State.

Clifford B. Sass, Jr., has been appointed manager, railroad sales, in the Chicago district for the Okonite Company. He succeeds Robert B. Zane, who has been appointed to the newly established office of manager, utilities and industries at Chicago.

OBITUARY

Gilbert E. Webster, 57, president of the National Lock Washer Company, Newark, N.J., died March 3.

Henry N. Gardner, vice-president, Waugh Equipment Company, New York, died March 16 in the Jane Brown Hospital, Providence, R.I.

Facts & Figures

CHAIN STORE TRAFFIC LEAGUE.—19th annual meeting will be held May 6-9 at the Radisson Hotel, Minneapolis, Minn. Theme of the meeting will be: "What can we do to improve the deteriorating railroad situation as it pertains to merchandise or LCL traffic?"

CHICAGO RAILROAD SUPERINTENDENTS ASSOCIATION.—Newly elected officers are: President, O. R. Kronblad, vice-president and general manager, Manufacturers Junction Railway, Cicero, Ill.; first vice-president, L. T. Schmidt, assistant to vice-president and general manager, Indiana Harbor Belt, Gibson, Ind.; second vice-president, R. F. Jeter, superintendent terminals, Gulf, Mobile & Ohio, Chicago.

GENERAL EASTERN PASSENGER AGENTS ASSOCIATION OF NEW YORK.—Following officers elected for 1958: President, A. C. Burd, eastern passenger agent, Illinois Central; vice-president, T. W. Edwards, assistant general passenger agent, Seaboard Air Line; treasurer, D. P. Rooney, eastern general passenger agent, Santa Fe; secretary, George Kram, assistant general passenger agent, Erie; assistant secretary, L. G. Sak, general eastern passenger agent, Southern.

PHILADELPHIA PASSENGER ASSOCIATION.—John O. Baker, American Express Company, elected president. He will serve until February 1959. Other officers are: First vice-president, Arthur R. Kruse, Burlington; second vice-president, Frank M. Lauer, Pennsylvania; secretary, Ronald E. Phelps, Canadian Pacific; treasurer, Maynard F. Sanders, Santa Fe; historian, Albert E. Rohmer, Great Northern.

RAILROAD COMMUNITY COMMITTEE OF GREATER CINCINNATI.—Newly elected officers are: Chairman, A. M. Harris, regional manager, Buckeye Region, Pennsylvania; vice-chairman, E. B. Miller, Jr., assistant to the superintendent, Chesapeake & Ohio; and Ralph O. Baird, manager of public relations, Pennsylvania; secretary, J. F. Holtman, assistant manager of industrial development, New York Central; and chairman, Speakers Bureau, Harold E. Williams, Norfolk & Western.

RAILROAD FOREIGN FREIGHT AGENTS ASSOCIATION OF CHICAGO.—Following officers elected for 1958: President, George J. Steinmiller, general foreign agent, Santa Fe; vice-president, C. C. Mitchell, foreign freight agent, Erie; secretary, J. J. Chessare, export and import agent, Missouri Pacific; treasurer, R. F. Magee, manager, world commerce department, Chesapeake & Ohio.

RAILROAD GENERAL AGENTS ASSOCIATION.—Following officers elected for 1958: President, Joseph D. Given, general agent, Lackawanna; vice-president, Donald W. Clark, general agent, Chesapeake & Ohio; secretary-treasurer, William H. Ahlgrim, general agent, passenger department, Union Pacific.

RAILROAD GENERAL AGENTS' ASSOCIATION OF SAN FRANCISCO.—New officers are: Chairman, George P. Schultz, Baltimore & Ohio; president, W. Eugene Fry, Pennsylvania; first vice-president, Ralph E. McGlothlen, St. Louis Southwestern; second vice-president, David F. Diemer, Southern Pacific; third vice-president, Peter Citron, Western Pacific; secretary, Henry F. Heck, Erie; treasurer, Jack D. Jackson, Atlanta & West Point; sergeant-at-arms, Don Rice, Green Bay & Western.

Dividends Declared

BANGOR & AROOSTOOK.—60¢, quarterly, payable March 31 to holders of record March 14.

BEECH CREEK.—50¢, quarterly, payable April 1 to holders of record March 14.

BESSEMER & LAKE ERIE.—\$1.50, preferred, 75¢, semiannual, payable April 1 to holders of record March 14.

CHICAGO GREAT WESTERN.—common, 50¢, quarterly, payable April 3 to holders of record March 18; 3% preferred, 62½¢, quarterly, payable March 31 to holders of record March 18.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC.—series A preferred, \$1.25, quarterly, payable March 27, June 26, September 25 and November 26 to holders of record March 7, June 6, September 5 and November 7, respectively; common, 37½¢, quarterly, payable July 31, October 23 and December 18 to holders of record July 11, October 3 and November 28, respectively.

CHICAGO SOUTH SHORE & SOUTH BEND.—15¢, quarterly, paid March 15 to holders of record March 5.

CLEVELAND & PITTSBURGH.—4% special guaranteed, 50¢, quarterly, and 7% regular guaranteed, 87½¢, quarterly, both payable June 2 to holders of record May 9.

DELAWARE & HUDSON.—30¢, quarterly, paid March 28 to holders of record March 11.

DENVER & RIO GRANDE WESTERN.—62½¢, quarterly, paid March 17 to holders of record March 7.

ERIE & PITTSBURGH.—7% guaranteed, 85½¢, quarterly, payable June 10 to holders of record May 29.

GULF, MOBILE & OHIO.—\$3 preferred, \$1.25, quarterly, payable September 8 to holders of record August 19.

KANSAS CITY SOUTHERN.—common, \$1, quarterly, paid March 15 to holders of record March 3; 4% non-cumulative preferred, 50¢, quarterly, payable April 15 to holders of record March 31.

MISSOURI PACIFIC.—Class A, 60¢, payable April 1 to holders of record March 21.

PEORIA & EASTERN.—\$1.50, reduced, payable April 1 to holders of record March 14.

READING.—4% 2nd preferred, 50¢, quarterly, payable April 10 to holders of record March 13.

PHILADELPHIA, GERMANTOWN & NORRISTOWN.—\$1.50, quarterly, payable June 4 to holders of record May 20.

PITTSBURGH, YOUNGSTOWN & ASHTABULA.—7% preferred, \$1.75, quarterly, payable June 2 to holders of record May 20.

ST. LOUIS SOUTHWESTERN.—\$5, paid March 27 to holders of record March 20.

SOUTHERN.—common 70¢, quarterly, paid March 14 to holders of record February 14; 5% non-cumulative preferred, 25¢, quarterly, payable March 14, June 13 and September 15 to holders of record February 14, May 15 and August 15, respectively; Mobile & Ohio stock trust, \$2, semiannual, payable April 1 to holders of record March 14.

SPOKANE INTERNATIONAL.—30¢, quarterly, payable April 1, July 1, October 1 and December 15, to holders of record March 14, June 16, September 13 and December 1, respectively; 30¢, extra, payable April 1 to holders of record March 14.

UNION PACIFIC.—common, 30¢, quarterly, and 4% preferred, 20¢, semiannually, both payable April 1 to holders of record March 10.

WABASH.—common, 85¢, paid March 7 to holders of record February 28; 4½% preferred, \$4.50, annually, payable April 18 to holders of record March 31.

WESTERN MARYLAND.—common, 75¢, quarterly; 7% 1st preferred, \$1.75, quarterly; 4% 2nd preferred, \$1, quarterly, and 5% 1st preferred, 37½¢, quarterly; all paid March 28 to holders of record March 18.

WEST JERSEY & SEASHORE.—common, \$1.50, semiannual, payable July 1 to holders of record June 13; special guaranteed, \$1.50, semiannual, payable June 2 to holders of record May 15.

1957 Passenger Fatality Rate Was Second Lowest

Railroad travel was safer in 1957 than in any other year on record except 1952.

Preliminary figures compiled by the ICC's Bureau of Transport Economics and Statistics show that 16 passengers were killed in last year's train and train-service accidents. That made the year's passenger fatality rate 0.06 per 100 million passenger-miles. Best year on record was 1952 with its rate of 0.04.

The 1957 rate is less than one-third 1956's 0.2. In 1956 there were 37 passenger fatalities in train and train-service accidents.

Item	12 months ended with	
	Month of December 1957	Month of December 1957
Number of train accidents*	320	4,099
Number of accidents resulting in casualties	37	374
Number of casualties in train, train-service and nontrain accidents:		
Trespassers:		
Killed	44	739
Injured	40	617
Passengers on trains:		
(a) In train accidents*		
Killed	14	3
Injured	139	243
(b) In train-service accidents		
Killed	2	13
Injured	139	1,303
Employees on duty:		
Killed	19	185
Injured	1,236	11,911
All other nontrain accidents**		
Killed	161	1,450
Injured	525	4,512
Total—All classes of persons:		
Killed	226	2,390
Injured	1,954	18,586

* Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of more than \$750 to railroad property in 1957. Only a minor part of the total accidents result in casualties to persons, as noted above.

** Casualties to "Other nontrain accidents" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and nontrain passengers, were as follows:

Persons:		
Killed	163	1,377
Injured	460	3,773

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Well Done, Bill Faricy!

William T. Faricy retires from his 11 years of leadership of the Association of American Railroads today, March 31. He leaves behind him an imposing record of accomplishment, and a strengthened organization to carry on the vitally important work that the association still has ahead of it.

To no other business in the country is a strong industry association so indispensable—as the AAR is to the railroads. This follows from the fact that railroads *have* to work together to interchange traffic, in providing a nation-wide transportation service. Ford and Chrysler do not have to collaborate, to produce and purvey automobiles—but there could be no national railroad service without constant cooperation by the principal railroads.

The head of the AAR has two responsibilities—that of chief executive of a large organization of high-caliber specialists in the many varied phases of railroad work; and that of representing the nation's railroads at the highest levels of governmental, economic, and social life.

There are a number of men, probably, who could be expected to perform one or the other of these functions creditably—but a much fewer number who can bring high talents to both of them, as Bill Faricy has done. In hundreds of high-level gatherings he has personified the railroads to thousands of people, and the industry's good reputation has been the gainer.

But it is undoubtedly in the organization and functioning of the AAR itself where the most tangible evidence of Mr. Faricy's leadership is encountered. He interested himself deeply in the association's technological research program. Since 1950 three buildings housing the association's research operations have been erected in

Chicago and a site for a fourth building has recently been acquired.

To intensify the association's efficiency in the handling of legislative matters, its legislative work was set up last year in a vice-presidential department, separate from the law department. Another vice-presidency, to specialize in services rendered to the executive branch of the government, was established in 1952.

In the realm of legislation during Mr. Faricy's service—probably the most noteworthy accomplishments were the enactment of the Bulwinkle Bill (over a Presidential veto), and the change in railroad unemployment insurance from a fixed 3% to a sliding scale basis. This latter legislation alone has saved the railroad industry \$1 billion, with no impairment to the solvency of the insurance fund. "Accelerated amortization" was one of several tax measures, the enactment of which has helped conserve railroad resources.

As Bill Faricy turns in his keys and his punch, he probably leaves the industry with more influential friends, concerned for the railroads' welfare, than at any other time in a generation.

Late in 1954, the schism in the railroad industry—the separation of railroads under the leadership of the late Robert R. Young from important AAR activities—was terminated. Mr. Faricy's role in this happy outcome was a major one—thanks also to the loyal support he inspired in the supply industry, as well as among railroads.

Bill Faricy turns over the reins to Daniel P. Loomis—a man whose background of education, experience, and temperament is much like his own. And Dan Loomis has a firm foundation to build further upon.

THE JOB AHEAD: Most railroaders recognize that efficient leadership by such able men as Messrs. Faricy and Loomis requires equally devoted "followership," if it is to be wholly successful. AAR's big challenge and opportunity today lie in promoting larger unity of outlook by industry leaders on major issues. Nobody outside the railroad industry is likely to have a higher regard for railroad leaders than they evidence for each other. And the AAR provides the forum where industry unity on a high level of mutual understanding can and should be attained.



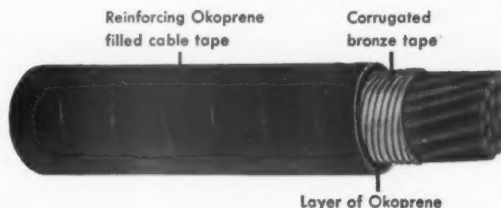
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Now... a flexible, lightweight, metallic-sheathed, direct burial signal cable

That's not ordinary signal cable being installed along the Louisville & Nashville tracks. It's Okonite CM-OT, a special construction designed for direct burial use that gives excellent protection against termites, rodents and insects... against moisture and electrolytic corrosion... and against sharp rough backfill that may be used.

Heart of CM-OT is the strong, corrugated bronze tape. The corrugations give exceptionally high compressive strength—the same principle as in underground corrugated drain pipe—which is of particular value in direct burial applications. Combined with standard Okonite conductors (see cut), CM-OT cables provide the superior long-lived electrical and mechanical characteristics required for successful direct burial installation.

Bulletin R.A-1086A shows how CM-OT qualifies on every one of the 16 points essential for long-lived direct burial



installations. Write for it today. The Okonite Company, Passaic, New Jersey.

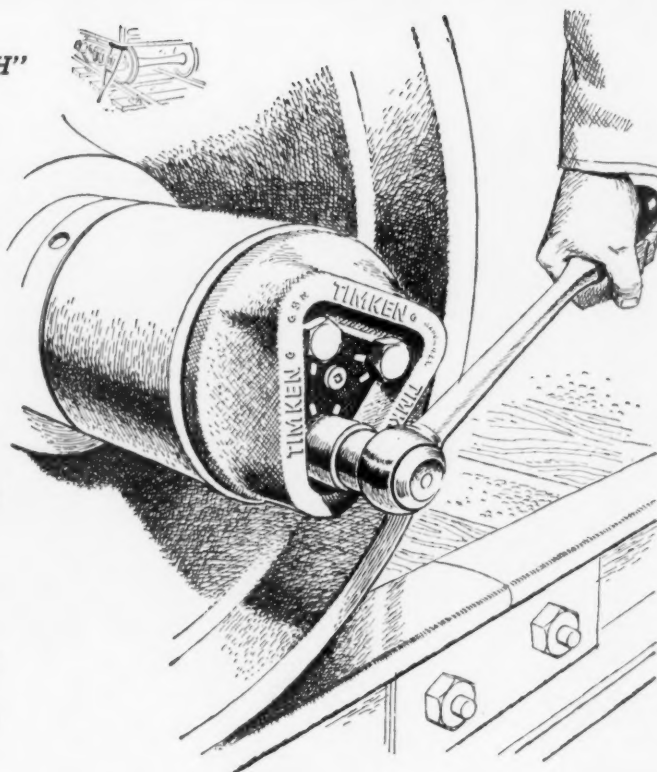


where there's electrical power... there's **OKONITE CABLE**

YOU CAN'T CURE WITH A "CRUTCH"

The one sure Cure for the Hot Box Problem: Timken® Bearings

*...and they pay for themselves
over and over and over in operating
and maintenance savings*



USE of "crutches"—devices attempting to improve friction bearing performance—will never answer the hot box problem. The one sure cure is Timken® tapered roller bearings, because they eliminate the cause of hot boxes—the friction bearing itself.

With Timken bearings, you also slash the cost of bearing inspection and lubrication. **EXTRA SAVINGS, TOO** Costs that hang on even with crutch devices. Timken bearings cut terminal bearing inspection time by 90%, reduce lubricant costs as much as 95%. The fact is, the new Timken heavy-duty type AP (All-Purpose) bearing assembly will go three years without the addition of lubricant. When all railroads go "Roller Freight", they'll save an estimated \$224 million a year, earn about a 22% net

annual return on the investment.

Doing away with the hot box problem is a simple

THE TAPER DOES IT

job for Timken bearings. They roll the load instead of sliding it. There's no metal-to-metal sliding friction as with friction bearings. And the tapered design makes Timken the only roller bearing you can be sure will cure the hot box problem and reduce operating and maintenance costs to the lowest possible point. The taper in Timken bearings prevents lateral movement. There's no pumping action—less lubricant is required. There's no scuffing or skewing—bearings last longer.

And to be sure of the quality of Timken bearings from melt shop to final bearing inspection, we make our own steel. We're America's only bearing manufacturer that does.

Figuring in the extra cost of buying

and maintaining "crutch" devices that don't cure, it's easily seen that the difference in price between friction and roller bearings is smaller today than ever. Costs can be reduced even more by using a unique plan. You don't have to wait for new car orders to go

A PRACTICAL PLAN

"Roller Freight". Plan a conversion program on otherwise modern rolling stock to spread the cost of going "Roller Freight" over a number of years. Planned conversion lets you keep a steady shop and labor schedule.

Instead of trying to shore up friction bearings with costly "crutches", cure the hot box problem and gain maximum savings in operating and maintenance costs with Timken bearings. The Timken Roller Bearing Company, Canton 6, Ohio. Canadian plant: St. Thomas, Ont. Cable: "TIMROSCO".

Only **TIMKEN®** bearings cure the hot box problem and
cut operating and maintenance costs to a minimum

